







### **PIKO SmartControl**

| Basic-Elements                      | 1 | 4 |
|-------------------------------------|---|---|
| SmartControl <sub>light</sub> -Sets | 1 | 5 |



#### PIKO SMARTCONTROL®

PIKO Smart Control systems are among the most advanced digital control systems available.

Premium-Sets ......27



#### PIKO A-TRACK

With PIKO A-track, you can easily build complex track plans. Only a few pieces are needed to complete a plan, thanks to uniform track geometry.

| Design & Use      | 68 |
|-------------------|----|
| System            | 72 |
| Straight Tracks   | 76 |
| Switches          | 79 |
| Track Accessories |    |

#### CLASSIC nostalgie

Fans of the Classic Nostalgia line will find prototypically accurate models that reflect attention to detail.

| Locomotives     | 366 |
|-----------------|-----|
| Commuter trains | 376 |
| Passenger Cars  | 382 |
| Freight Cars    |     |

## EXPERT

ExpertPlus line models feature the finest digital equipment and outstanding detail for the ultimate in model railroading fun.

| Locomotives | 30 |
|-------------|----|
| Cars        | 32 |

#### **PIKO STARTER SETS**

PIKO Starter Sets w roadbed ...... 44 PIKO Starter Sets w/o roadbed....50



#### PIKO A-TRACK W ROADBED

PIKO Roadbed A-track allows you to quickly build a sturdy layout on a tabletop or on the carpet.

| Introduction   | 84 |
|----------------|----|
| Basic-Elements | 86 |



#### PIKO DIGITAL

With PIKO digital components, layouts can be easily controlled in a user-friendly manner.

| Digital Components   | 4 | 1 | ĺ |
|----------------------|---|---|---|
| PIKO Sound-Module    |   |   |   |
| PIKO Digital-Decoder |   |   |   |

#### PIKO SMARTDECODER 4.1

PIKO 4.1 multi-functional Smart Decoders give you innovative control of your model trains.

| PIKO SmartProgrammer / |    |
|------------------------|----|
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#### PIKO myTRAIN®

PIKO myTrains® are specially suited for younger model railroaders just getting into the hobby.

| PIKO Starter-Sets myTrain® 62 |
|-------------------------------|
| PIKO Locomotives myTrain® 64  |
| PIKO Cars myTrain® 65         |

#### EXPERT

PIKO Expert line trains feature innovative technology and excellent detail at a reasonable price.

| Locomotives         | 92/172  |
|---------------------|---------|
| Exclusiv-Models     |         |
| PIKO Shop Retailers | 170/171 |
| Commuter trains     | 231     |
| Passenger Cars      | 252     |
| Freight Cars        | 280     |
|                     |         |

#### **BUILDINGS**

Highly detailed PIKO building kits feature pre-weathered parts and easy assembly.

| Factories            | 428 |
|----------------------|-----|
| Prefabricated Houses |     |
| Stations             |     |
| Signal Boxes         |     |

#### **EHOBBY**

PIKO Hobby trains are high quality models featuring sophisticated technology; made for the budget-conscious model railroader.

| Locomotives               | 318 |
|---------------------------|-----|
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#### **ACCESSORIES**

| Sound & Steam<br>Miscellanous<br>Wheelsets | 420 |
|--|-----|
| Train Composition                          | 414 |
| PIKO Boutique Contents                     |     |





Dear PIKO H0 fans,

Without the past there would be no future. As we enter our 71st year, let's take a look back at 2019: Last year was a big year for PIKO. We celebrated our 70th birthday with a huge Open House and over 16,000 of our friends showed up. The positive feedback we received from our customers and the numerous awards we won made the past year one of our best ever. 2019 saw the release of several HO scale milestones: the full 1:87 ICE 4, the class 120 electric locomotive, the class 181.2, and the Polish SU46 diesel locomotive. In 2019 we also received excellent feedback at our dealersonly Digital Seminars covering the PIKO SmartProgrammer and PIKO SmartTester. Soon these seminars will be open to individual modelers.

So, rather than resting on our laurels, we are going into 2020 full-steam ahead. A host of new products are on-track for delivery this year; the highlight of which is our new class 78 steam locomotive. The time had come to add a steam engine to the Expert line, and our new class 78

should prove to be the best HO replica available. Another historic rod-driven engine, the articulated class 191 electric locomotive, will also be released this year, and it will surely cast its spell on fans of early electric traction. In addition, internationally-important electric locomotives like the class 1044 of the ÖBB, the Czech S 499 and the Polish ET21 are scheduled for release in 2020. Diesel fans will be pleased to see our new DB class 216, which fills a gap in the HO model train market as does our new class 107 diesel locomotive of the DR. The class 107, together with the Italian D.145, will add even more realistic operation to your layout as Expert Plus models with numerous advanced digital functions.

A locomotive without a train is like summer without the sun, so in 2020, we are launching several new HO passenger and freight cars. First off are the popular Eurofima passenger cars, which continue to run on European rails today. Our new models are the perfect complement to last year's IC '79 cars, which are still available at your PIKO dealer. Several variations of the Eurofima car will be offered in paint schemes from various European railroad companies.

Freight belongs on the rails: in real life and in HO scale too! For this reason, we are rolling out our own model of the widely-used Eaos gondola. The new freight car features a highly detailed body and will look right-at-home in unit train service or in mixed freight trains

As you can see, 2020 is shaping up to be another exciting year at PIKO: both for you as a customer and for us as a manufacturer! So indulge yourself a little while browsing the catalog. Stay up to date on our latest releases at www.piko.de or www.facebook.com/PIKO. Modellbahn. Happy model railroading from all of us at PIKO!

Ortrun D. Wilfer President

Dr. René F. Wilfer President

Andrea Wilfer

Layout photographs: Dieter Ertel / Falk Hummel / Frank Zarges (†)

Model photographs: Falk Hummel

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95750 PIKO Car of the Year 2020

## HIGHLIGHTS FROM OUR 70TH BIRTHDAY PARTY!

On June 22, 2019, more than 16,000 enthusiastic model railroaders gathered in sunny Sonneberg along with our employees to celebrate PIKO's 11th annual Open House. This year, the theme was "70 Years of PIKO." While little PIKO fans enjoyed the garden railroad or played in the bounce castle, bigger fans were able to watch PIKO models being made at the various workstations in our factory. Countless visitors found bargains at the numerous tables selling new and used models as well as relics from the former GDR. Vendors at the Open House reported great interest in PIKO 2019 new items like the HO full-scale-length ICE 4 that was released later in the summer. Presentations were made on PIKO's innovative digital SmartTester and SmartProgrammer.

PIKO's 2019 Open House showed that once again the fascinating hobby of model railroading continues to attract young and old alike. Our Open House also attracted media attention. German TV channel MDR (Central German Broadcasting) did their "MDR On Site" program live from our premises in Sonneberg.

We would like to thank all our visitors and show participants for coming and we look forward to our next Open House on **June 19, 2021**. You can find out more information at our website and our Facebook page.









PIKO limited edition Exclusive model for the Open House:
Interzone Train D 439 Cologne - Hamburg - Lübeck - Rostock, BR 132 DR with three express train passenger cars DB, BDm and Bm, IV

matching cars: see page 264



59644 Express train passenger car 1st/2nd cl. ABm 223 DB IV



59645 Express train passenger car 2nd cl. Bm 232 DB IV



59646 Express train passenger car 2nd cl. Bm 234 DB IV









## Basic introduction to "PIKO Digital tech"

Information on the PIKO SmartProgrammer and PIKO SmartTester and their iPhone and Android apps







Information about the PIKO SmartDecoder 4.1



In the 2nd half of 2020, we will offer you training courses on <u>digital technology</u>.

The seminars will be conducted by experienced digital experts.

More information can be found on our website at <a href="https://www.piko.de">www.piko.de</a>.

In the 2nd half of 2020, we will offer courses for becoming a certified PIKO Digital dealer. You will have the chance to earn the corresponding certificate:



















## ONE GEAR TURNS ANOTHER

Before a PIKO model runs on your layout, it has likely already traveled thousands of miles.

The reason for this is that most PIKO HO models are manufactured in our own factory in southern China. In order to meet the demand for models of the highest quality, good cooperation is required between the sales, manufacturing, and development departments in both Sonneberg and Chashan.



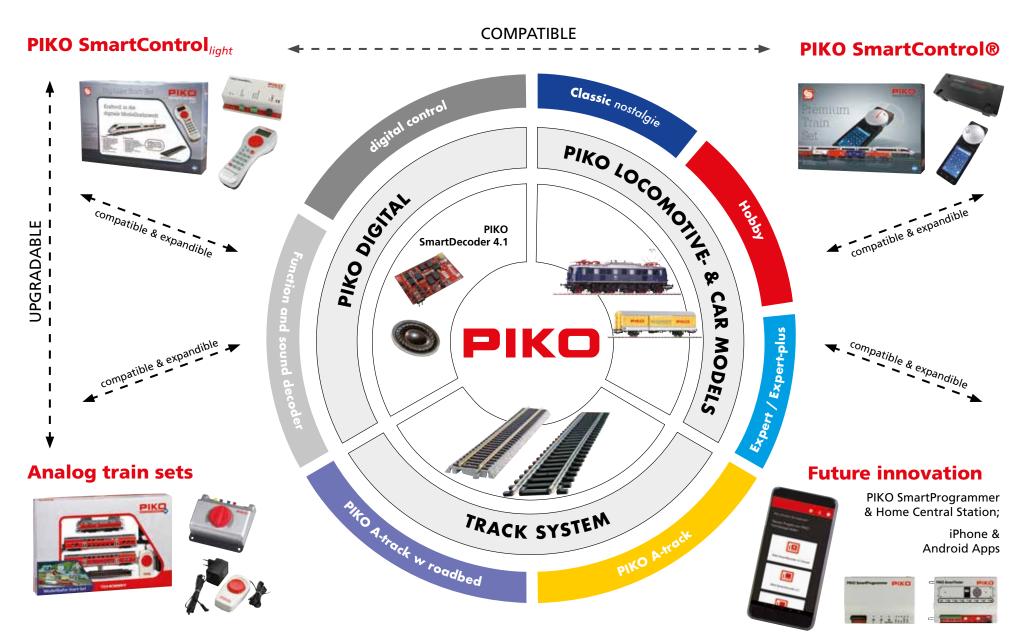








## **PIKO - THE MODEL TRAIN INNOVATOR**



## For the Pro!

Most model railroaders prefer to model a certain era. To make it easier to identify what era a particular model operated in, we have created six different railroad eras.



#### Epoch I 1835 - 1925

The first railways were built, and numerous state and private railways were founded.





#### **Epoch IV 1970 - 1990**

Pre-war rolling stock was retired. Steam operations ended. Computer numbering was instituted for locomotives and cars.





#### **Epoch II 1925 – 1945**

Large state railway companies such as the DRG, BBÖ or SBB were organized. Regulations and construction standards were established. The first electric operations took place.





#### Epoch V 1990 - 2007

The ICE age begins. DB and DR merge to become DB-AG. The "traffic red" color scheme is adopted. State-owned European railroads are re-organized into business sectors. Modern locomotives and railcars enter service.





#### **Epoch III 1945 – 1970**

European railroads were rebuilt after damage from World War II. Steam locomotives began to be replaced by diesels and electrics. Standard designs for passenger cars and freight cars were adopted by the various state railroad systems.





#### Epoch VI 2007 – today

In addition to the large state-owned railroad companies, many private train-operating companies are established and begin to use the state-owned railroad networks. The 13-digit UIC numbering system is adopted.





## Symbols legend

Most model railroaders prefer to model a certain era. To make it easier to identify what era a particular model operated in, we have created six different railroad eras.

|  | Direct | current |
|--|--------|---------|
|  |        |         |

- Three-rail alternating current version
- Operation w pantograph possible
- Directional lights w LED
- Directional lights red / white w LED
- Directional lights red / red w LED
- Directional lights red / white w LED possible
- **Q** Lights
- pp Directional lights
- Pa Directional lights red / white
- Minimum recommended radius
- 2x Traction tires
- Length over buffers
- Hook coupler (no loop)

#### For all Locomotives & Cars:

- NEM coupler pocket
- Close coupling

- Digital-Coupling
- Interior lighting
- (A) Interior lighting possible
- Sound ready
- with Sound
- Number of cars in set
- **USB** with USB port
- with data storage
- **WLAN** WLAN-capable
- **F** Function decoder
- PIKO exchange AC wheelset

On all the PIKO models with this symbol the standard direct current wheelsets can be replaced by PIKO alternating current wheelset. The relevant article numbers are specified.

#### **General notes:**

- Out of stock
- Out of production (available as long as stocks last)
- Lim Limited edition
- <u>Country-exclusive model:</u>

only available in indicated country

- Interface for Decoder to NEM 651
- NEM Interface for Decoder to NEM 652
- w/o Interface for Decoder to NEM 652
- Next | Interface for Decoder Next18
- Plux Interface for Decoder PluX12 to NEM 658
- Interface for Decoder PluX16 to NEM 658
- 20-pin Interface
- Interface for Decoder PluX22 to NEM 658
- Dec incl. Decoder to NEM 652
- Dec incl. Decoder Next18
- Dec incl. Decoder PluX16 to NEM 658
- Dec incl. 20-pin Decoder
- Dec Incl. Decoder PluX22 to NEM 658
- incl. PIKO SmartDecoder 4.1
- incl. PIKO Sound-Decoder
- incl. PIKO SmartDecoder 4.1 Sound
- **mfx** geeignet mfx-capable
- PIKO Remote Control (R/C)

# The DB's Br 120 – a milestone in electric locomotive design



Matching cars for the PIKO DB 120 005-4 electric locomotive can be found on page 263:



59660 IC 1st class compartment car Avmz 111 DB IV



59661 IC 1st class High-capacity seating coach Apmz 121 DB IV



59662 IC Dining car ARmz 211 DB IV



## The new PIKO A-Track with roadbed



- fully compatible with non-roadbed A-Track
  - No cork roadbed is necessary
    - Finely-detailed ties
      - Realistic ballast texture and color

## More about the new PIKO A-track with roadbed can be found on page 84



#### **Properties**

- Nickel silver rails
- 2.5 mm high (Code 100) rail profile for new and older model trains
- Easy assembly and disassembly
- High-quality, long-lasting roadbed construction









The affordable, easy-to-use DCC system by PIKO for beginners, amateurs, and pros.



Start-Sets now come with PIKO A-track with roadbed

> PIKO SmartControl<sub>light</sub>
makes it possible to
control DCC locomotives,
switch accessories, and
route trains.

Attractive start sets with realistic train compositions are the ideal way to get into the digital world of PIKO SmartControllight; and at an excellent price-performance ratio. Enjoy hours of fun with these rugged, detailed models and their large, intelligent track plans.



the ICE 3 burns up the rails on the large oval of track.



SMARTCONTROL light

## PIKO SMARTCONTROL light

#### Highlights PIKO SmartControl<sub>light</sub> digital controller:

- Ergonomic throttle: Operating a model railroad should be fun! To make that happen, you need an easy-to-use throttle. The lightweight PIKO SmartControl<sub>light</sub> has exactly the right shape; ensuring ease of use when running trains on your layout. With a user-friendly keypad and a sensitive yet robust rotary dial, up to 24 digital functions are accessible for DCC-equipped locomotives
- Easy-to-read display: A display has to provide all necessary information in an eye-friendly way. With the high-contrast, logically structured display of the PIKO SmartController<sub>light</sub> all relevant data can be read optimally even under difficult light conditions.
- **Plug and Play:** The logical design of PIKO SmartControl<sub>light</sub> allows for goof-proof installation and use on your layout. It's model railroading fun from the get-go!
- Up to 20 locomotives can be operated at the same time: To keep the SmartController from immediately losing battery charge, the PIKO SmartControllight has a 2 A max. output current. If your layout grows, you can add additional boosters.
- Full DCC compatibility with 14, 28, and 128 speed steps: Open communication is important to us! So, PIKO SmartControl<sub>light</sub> has full DCC compatibility and can be combined with PIKO's SmartControl system via LocoNet.
- Comprehensive loco database: Up to 9,999 locomotive addresses can be saved
- Operate accessories: It is also possible to operate switches and signals using PIKO SmartControl<sub>light</sub>. There is almost no limit to how many accessories you can add to your layout, as the SmartControllight allows for over 2000 accessories to be operated on one system.
- Train routing: Automated train routing is possible with PIKO SmartControl<sub>light</sub>. For automated routing; accessories and switches can be grouped into blocks.
- Main track and programming track outputs: The two outputs are separate so that one output controls the layout while the other output is connected to a separate programming track.
- Overload protection: Operational safety is a must! In the event something happens, the PIKO SmartControl<sub>light</sub> system has an automatic shut-off function.
- Auto-reverser that automatically reverses polarity for reverse loops on DCC layouts

Enjoy operating the new PIKO SmartControl<sub>light</sub> digital controller!



55017 PIKO SmartControl<sub>liaht</sub> Basic Set

- PIKO SmartController<sub>liaht</sub>
- PIKO SmartBox<sub>light</sub>
- Power adapter 16 V / 32 W
- Spiral connection cable
- Quick guide



55016 PIKO SmartController<sub>light</sub>



55018 Y-cable for PIKO SmartControl<sub>light</sub>

- 1 plug
- 2 sockets

## PIKO SMARTCONTROL<sub>light</sub> STARTER SETS









59013 SmartControl<sub>light</sub> Starter Set DB AG 2 Trains BR 185 and BR 218 Ep. VI, PIKO A-track with roadbed

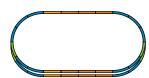
Two modern-era trains which are independently controlled using the new PIKO SmartControl<sub>iaht</sub> system provide hours of model railroading fun. The large oval track with two curved switches allows for diverse train traffic. The smooth-running locomotives are equipped with PIKO decoders.

The set includes:

- 1 x Diesel Locomotive BR 218
- 2 x IC Passenger cars
- 1 x Electric locomotive BR 185
- 3 x High-side gondolas
- 1 x Connection clip
- 1 x PIKO SmartControl<sub>light</sub> set

PIKO A-track w roadbed:

- 10 x Curve R2 422 mm
- 1 x Curve R2 422 mm, right front cut in roadbed
- 1 x Curve R2 422 mm, left front cut in roadbed
- 1 x Curve R2 422 mm, right rear cut in roadbed
- 1 x Curve R2 422 mm, left rear cut in roadbed
- 8 x Straight G231 mm
- 1 x Straight G231 with track power connector
- 3 x Straight G239 mm
- 1 x Curved Turnout, Left Hand
- 1 x Curved Turnout, Right Hand
- 1 x Socket for track power



Track oval: 182 cm x 95 cm (6 ft. x 3.2 ft.) Minimum floor space assembly: 192 cm x 105 cm (6.3 ft. x 3.5 ft.) PIKO A-track w roadbed











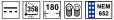


Length of train: 680 mm









Length of train: 708 mm

## PIKO's popular SmartControl<sub>light</sub> Starter Sets are now available with our new A-track with roadbed!

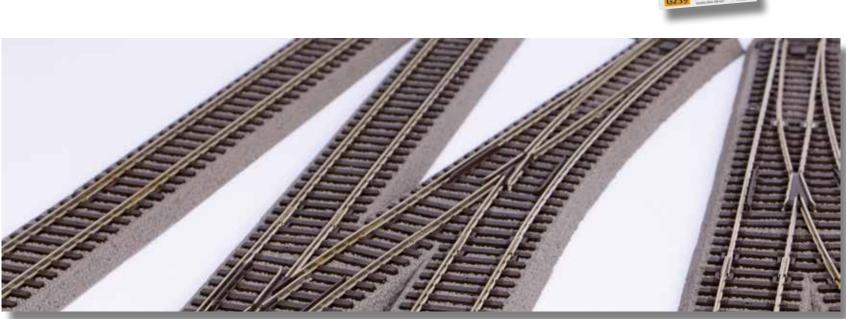
PIKO A-track with roadbed is fully compatible with PIKO A-track (without roadbed) and does not require track re-alignment, as it shares the same geometry. The new PIKO A-track with roadbed was developed for beginners and seasoned model railroaders alike and is designed for easy set-up and take-down on the floor or carpet. The excellent quality of PIKO's A-track roadbed guarantees trouble-free operation and hours of fun for running trains!

Whether you're building a temporary or permanent model railroad layout, the track elements are easily secured to the layout's surface with screws.

With respect to the roadbed castings, emphasis was placed on achieving realistic ballast texture and color.

For more information about PIKO A-track with roadbed, see page 84.





## PIKO SMARTCONTROL START-SETS





NEW! With A-track with roadbed







of PIKO Roadbed A-Track for hours of fun.

59028 PIKO SmartControl<sub>liaht</sub> Starter Set BLS Freight Train Rh 485 w 3 Cars VI, PIKO A-track with roadbed

A modern BLS electric locomotive with a PIKO decoder hauls a typical mixed freight train. The set features the new PIKO SmartControllight DCC system and a large oval



- 1 x E-Loco Rh 485 BLS
- 3 x Freight cars
- 1 x PIKO SmartControl<sub>light</sub> set
- 1 x Connection clip
- 1 x Track connection cable

PIKO A-track w roadbed:

- 12 x Curve R2 422 mm
- 5 x Straight G231 mm
- 1 x Straight G231 with track power connector
- 1 x Socket for track power











Length of train: 637 mm





59029 PIKO SmartControl<sub>light</sub> Starter Set SBB Passenger Train Rh 484SR w 2 Cars VI, PIKO A-track with roadbed

A realistic passenger train of the SBB is the centerpiece of this PIKO SmartControllight DCC train set. The handsome TRAXX electric locomotive features a PIKO decoder. Set comes with a large oval of PIKO Roadbed A-Track.

#### The set includes:

- 1 x E-Loco Rh 484 SBB
- 2 x Passenger cars
- 1 x PIKO SmartControl<sub>light</sub> set
- 1 x Connection clip
- 1 x Track connection cable
- 1 x Operating manual

PIKO A-track w roadbed: 12 x Curve R2 422 mm 5 x Straight G231 mm

1 x Straight G231 with track power connector

1 x Socket for track power

good for all sets on this page

Track oval:

182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)

PIKO A-track w roadbed









Length of train: 745 mm

## PIKO SMARTCONTROL STARTER SETS





59020 PIKO SmartControl $_{\it light}$  Starter Set DB Passenger train Br 220 and 2 Silberlinge passenger cars of era IV, PIKO A-track with roadbed

#### The set contains:

- 1 x Diesel loco BR 220 DB
- 2 x Passenger cars
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable

- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl **Basic-Set**
- 1 x Operating manual















Length of train: 819 mm (32 in.)



59022 PIKO SmartControl $_{light}$  Starter Set Freight train TGK 2 with two freight cars: era IV, PIKO A-track with roadbed

This PIKO SmartControl<sub>light</sub> digital train set features a small TGK 2 diesel locomotive equipped with a PIKO decoder. The large oval of track allows you to create an atmosphere of industrial railroading.

#### The set contains:

- 1 x Diesel loco TGK2 Sonneberg
- 2 x Freight cars
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl Basic-Set
- 1 x Operating manual













96 Phux 22 Phux22 Length of train: 332 mm (13 in.)

## PIKO SMARTCONTROL STARTER SETS







59023 PIKO SmartControl $_{light}$  Starter Set Passenger train Br 146 with 2 bi-level cars VI, PIKO A-track with roadbed

A DB Regio passenger train in Traffic Red is the highlight of this PIKO SmartControllight digital train set. The Traxx locomotive comes with a PIKO decoder. The set features a large oval of track.



- 1 x Electric loco R 146 DB AG
- 2 x Bi-Level Coaches
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set
- 1 x Operating manual











Length of train: 753 mm (29 1/2 in.)

good for all sets on both pages

Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.) PIKO A-track w roadbed



59027 PIKO SmartControl<sub>liaht</sub> Starter Set DB AG ICE 3 era VI, PIKO A-track with roadbed

#### The set contains:

- 1 x IICE 3 with 2 cab cars and 2 coaches
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set
- 1 x Operating manual















## PIKO SMARTCONTROL $_{light}$ STARTER SETS





59021 PIKO SmartControl $_{light}$  Starter Set Regiojet Passenger train Br 386 with 2 passenger cars VI; PIKO A-track with roadbed



This digital PIKO SmartControl  $_{\it light}$  set features a Regiojet passenger train in a striking yellow color scheme. The locomotive in the set is a Traxx locomotive with PIKO decoder. A large oval-shaped track is included.

#### The set contains:

- 1 x Electric loco BR 386 Regiojet
- 2 x Passenger cars Regiojet
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set
- 1 x Operating manual

good for all sets on both pages

Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.) PIKO A-Track w roadbed











\_\_\_\_ | 358 | 217 | POP | NEM | Dec | Length of train: 745 mm (29 in.)



59024 PIKO SmartControl $_{\it light}$  Starter Set PKP Passenger train IC Taurus with 2 passenger cars V; PIKO A-track with roadbed



This digital Start Set featuring the PIKO SmartControl system consists of a powerful PKP IC Taurus electric locomotive and two IC passenger cars; replicating a typical modern PKP passenger train.

#### The set contains:

- 1 x Electric loco Taurus PKP IC
- 2 x Passenger cars PKP IC
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set
- 1 x Operating manual











Length of train: 749 mm (29 in.)

## PIKO SMARTCONTROL STARTER SETS







59025 PIKO SmartControl $_{\it light}$  Starter Set NS "Hondekop" era IV, PIKO A-track with roadbed



- 1 x Hondekop NS
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set
- 1 x Operating manual





















59026 PIKO SmartControl<sub>liaht</sub> Starter Set ÖBB passenger train Taurus with 2 express train cars V; PIKO A-track with roadbed



This digital PIKO SmartControl<sub>light</sub> Set features a typical modern ÖBB express train. The two passenger cars are pulled by a powerful Taurus electric locomotive with a PIKO decoder. A large oval-shaped track is included.

#### The set contains:

- 1 x Electric loco Rh 1116 ÖBB
- 2 x Passenger cars ÖBB
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set











Dec Length of train: 749 mm (29 in.)



## PIKO SMARTCONTROL<sub>light</sub> STARTER SETS







59006 SmartControl $_{\it light}$  Starter Set DB AG ICE 3 Ep. VI

#### The set includes:

1 x ICE 3 with 2 traction units and 2 cars

12 x 55212 Curved track R2 422 mm (1.38 ft.)

6 x 55201 Straight track 231 mm (0.75 ft.)

1 x 55275 Connection clip

1 x Track connection cable

1 x 55289 Portable Rerailer

1 x 55017 PIKO SmartControl<sub>light</sub> set

1 x Operating manual







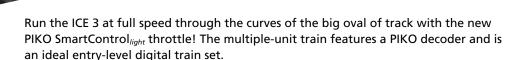






Length of train: 1142 mm

(44 ¾ in.)





Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)



59007 SmartControl $_{iight}$  Starter Set DB Passenger train BR 218 with 2 Passenger cars Ep. IV

This digital passenger train set replicates a short fast train from era IV. The two Bpmz passenger cars are pulled by a powerful Class 218 diesel locomotive of the Deutsche Bundesbahn. The set features a large oval track.

#### The set includes:

1 x Diesel Locomotive BR 218

2 x IC Passenger cars

12 x 55212 Curved track R2 422 mm (1.38 ft.)

6 x 55201 Straight track 231 mm (0.75 ft.)

1 x 55275 Connection clip

1 x Track connection cable

1 x 55289 Portable Rerailer

1 x 55017 PIKO SmartControl<sub>light</sub> set

1 x Operating manual



Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)









Length of train: 708 mm (27 1/2 in.)

## PIKO SMARTCONTROL $_{light}$ STARTER SETS





59009 SmartControl<sub>light</sub> Starter Set ÖBB Passenger train Rh 2016 with 2 IC Passenger cars Ep. V-VI

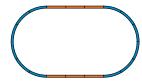


This digital set featuring the new PIKO SmartControl<sub>light</sub> system features a modern short passenger train of the ÖBB. The two passenger cars are pulled by a decoder-equipped Rh 2016. The Österreichischen Bundesbahnen uses such locomotives in express service and long-distance passenger trains.

#### The set includes:

- 1 x Diesel Locomotive Rh 2016 ÖBB
- 2 x IC Passenger cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75 ft.)
- 1 x 55275 Connection clip

- 1 x Track connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl<sub>light</sub> set
- 1 x Operating manual



Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)









Length of trains: 749 mm (29 ½ in.)



59004 SmartControl<sub>light</sub> Starter Set DB AG Freight train BR 185 with 3 cars Ep. VI

A modern Class 185 electric locomotive in the current livery of the DB AG hauls a mixed freight train in this train set powered by the new PIKO SmartControl<sub>light</sub> system. The set features a large oval of track for hours of model railroading fun.

#### The set includes:

- 1 x Electric locomotive BR 185
- 3 x Freight cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75.)
- 1 x 55275 Connection clip

- 1 x Track connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl
- 1 x Operating manual



Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)





## PIKO SMARTCONTROL STARTER SETS







59005 SmartControl<sub>light</sub> Starter Set NS Intercity BR 185 with 2 Passenger cars Ep. VI



A typical NS passenger train is the subject of this digital start set. It features a powerful electric locomotive equipped with a PIKO decoder and two passenger cars. The set features the new SmartControl<sub>light</sub> system and a large oval of track. It's hours of model railroading fun!

#### The set includes:

- 1 x Electric locomotive BR 185
- 2 x IC Passenger cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75 ft.)
- 1 x 55275 Connection clip

- 1 x Track connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl 1 x Operating manual



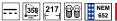
Track oval::

182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)











Length of train: 750 mm (29 1/2 in.)



59002 SmartControl<sub>light</sub> Starter Set PKP Intercity Taurus with 2 Passenger cars Ep. VI



This PIKO SmartControl<sub>light</sub> digital start set features a powerful Taurus locomotive of the PKP and two PKP IC passenger cars. The large oval of track makes for hours of model railroading fun.

#### The set includes:

- 1 x Electric locomotive Taurus
- 2 x IC Passenger cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75 ft.)
- 1 x 55275 Connection clip

- 1 x GTrack connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl<sub>light</sub> set
- 1 x Operating manual



Track oval:

182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)











## Ingeniously simple – simply ingenious!



## PIKO PREMIUM TRAIN SETS



#### **×** 59114

#### PIKO PREMIUM Train Set Double Train with Sound

Two modern train sets that can be individually controlled by the wireless PIKO SmartControl® system provide endless model train fun. Two large track ovals that are connected by multiple curved switches showcase the advantages of the PIKO SmartControl® system and allow for realistic train operation. The locomotives are equipped with Loc-Sounddecoders. A variety of locomotive specific sounds can be triggered individually.

#### The Set includes:

1 x Diesel Locomotive G1206

4 x Freight Cars

1 x ICE3 - 4 parts

12 x 55212 Curved Track R2 422 mm (16.6 in.)

12 x 55201 Straight Track 231 mm (9.1 in.)

4 x 55200 Straight Track 239 mm (9.4 in.)

8 x 55213 Curved Track R3 483 mm (19.0 in)

2 x 55222 Curved Switch, left

2 x 55223 Curved Switch, right

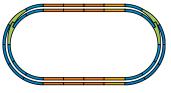
1 x 55275 Power clip

1 x 55289 Portable Rerailer

1 x 55041 PIKO SmartController

1 x PIKO SmartBox





Floor space: around 192 x 98 cm (6.3 ft x 3.2 ft.) Minimum floor space assembly: 202 x 108 cm (6.6 ft x 3.5 ft.)



ocos are with PIKO Sound Decoder Kits.















Lenght of train: 1142 mm (3.7 ft.)













Lenght of train: 770 mm (2.5 ft.)





Perfection down to the smallest detail: feature-rich digital models for the serious model railroader

- > Advanced technology
- > More digital functions
- > Plug & Play
- > Finest detailing







The first model of the new ExpertPlus line features such highlights as

- WLAN on-board
- Grade measuring
- centimeter precision measurements
- Data storage
- > see page 32





#### LOCOMOTIVES

## PIKO Expert Plus Locomotives – innovative models for the most fun

The factory installed PIKO SmartDecoder 4.1 features the latest digital technology and operates in RailComPlus®, Motorola®, and Selectrix® DCC formats as well as mfx®-format AC systems. For sound-equipped Expert Plus models, the speaker is matched specifically to the model's

type. Typical locomotive sounds such as engine sound, horns, brake squeal, etc. are individually activated as are each model's tail lights. Each SmartDecoder 4.1 features individual mapping for up to 44 functions.

For all Locos:



The following applies to AC-Soundversions also: mfx

- Separately-applied grab irons and railings
- Automatic decoder recognition by RailComPlus® and Mfx-capable DCC systems
- "Keep-alive" capacitor for silky-smooth switching without unwanted current interruption
- Digitally-activated couplers in NEM coupler sockets
- Original sound in modern 12-bit quality
- Digitally-activated LED head/tail light changeover

120 - -

• Powerful can motor with flywheels

- Smooth running characteristics
- High-quality speaker
- Clear view through cab interior

Let yourself be amazed by the outstanding features of PIKO Expert Plus locomotives!



55906 Diesel locomotive / Sound BR 260 DB IV, red 55907 
☐ Diesel locomotive / Sound BR 260 DB IV, red

Early in its existence, the Deutsche Bundesbahn wanted to replace aging steam switchers with new diesel switchers. In 1951, they designed the V60 diesel locomotive. In 1968, the lighter-weight V60s were reclassified as BR 260, and the heavier versions as BR 261.



55910 Diesel locomotive / Sound BR 107 DR IV, red 55911  $\stackrel{\frown}{\simeq}$  Diesel locomotive / Sound BR 107 DR IV, red

The twenty copies of the BR 107 that DR procured from Czechoslovakia were used mainly in Leipzig as switch engines. The last place of employment for these distinctive diesel locomotives was at Eilenburg in 1984. Two former DR engines were used by the Karsdorf cement works where they were later augmented by more BR 107s from the Czech Republic.



#### **LOCOMOTIVES**

120





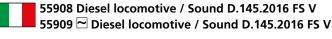
55900 Diesel locomotive / Sound BR 260 DB IV, blue-beige 55901 
☐ Diesel locomotive / Sound BR 260 DB IV, blue-beige



55902 Diesel locomotive / Sound Rh 2205 NS IV, yellow-grey 55903 ← Diesel locomotive / Sound Rh 2205 NS IV, yellow-grey







The distinctive D.145 70-ton diesel-electric switch engines entered service in 1982 as the first diesel locomotives in Italy with an unusual orange paint scheme. The units are suitable for both 100km/h (62mph) freight train service and heavy duty yard switching.



55904 Diesel locomotive / Sound Rh 80 SNCB IV 55905 ← Diesel locomotive / Sound Rh 80 SNCB IV

Exclusive model available only in Belgium

Beginning in 1960, the Belgian companies LaBrugeoise et Nivelles and Ateliers Belges Runis built a total of sixty-nine Class 260 (later Rh 80) locomotives for the SNCB / NMBS. The locomotives proved themselves well at the Kinkempois, Schaarbeek, and Merelbeke locomotive depots where they served for years as switch engines.



## The PIKO SMART MEASURE CAR

The PIKO HO measuring car is a true innovation in the hobby of model railroading. Now it is possible to measure the entire trackage of a layout down to the very last centimeter as well as the very last millimeter of a grade! In connection with its Android app or a PC, the measured data can be displayed in real time via WLAN. Among other things, it is possible to display graphic evaluations on a PC and to determine average train speeds. It is also possible to perform exact measurements in hidden areas of a layout. The high-tech boxcar features an attractive paint scheme reminiscent of DB AG measuring cars. It can also be coupled into a train without its measuring functions activated.



55050 PIKO SmartMeasure Car, DC/AC and analog, V-VI

#### Additional functions by means of the App\*:

- Live feed of speed and traveled distance via WLAN directly to a mobile phone display; live displays of the measurements are also possible from hidden areas of a
- Recording of speeds and distances traveled of specific locomotives by means of a simple archive function
- Display lighting switchable via function



#### Additional functions by means of the PC software\*: (\*only for Windows PC)

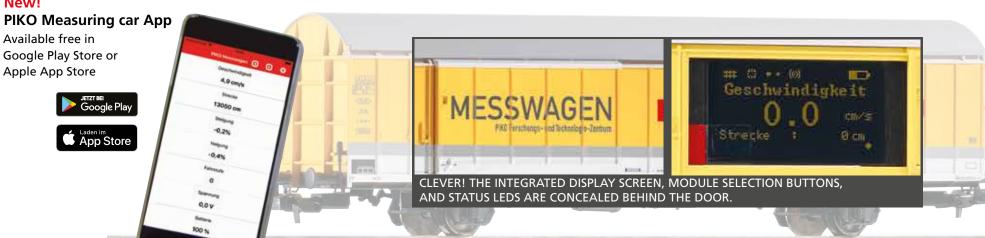
- Live display of measured values
- Determination of average speed, daily travel distance and time, recording of individual locomotive data
- Archiving function
- Graphic representation of measured values in diagrams



#### For all Cars:



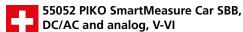
#### New!



## **CARS**



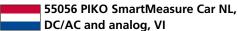




Exclusive model - available only in Switzerland









55054 PIKO SmartMeasure Car ÖBB, DC/AC and analog, V-VI

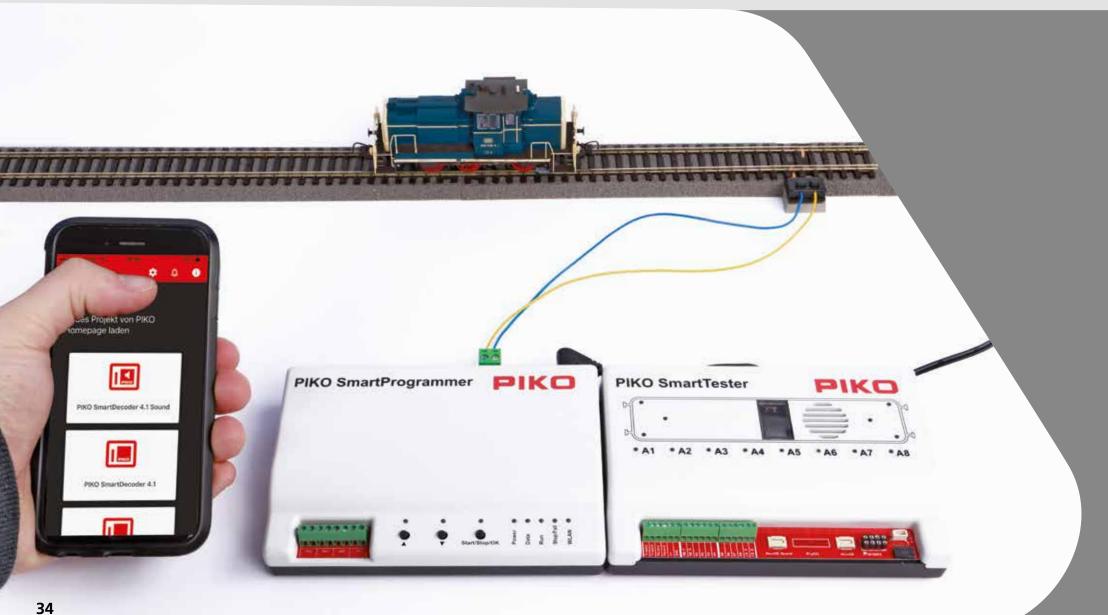


55051 Software for PIKO SmartMeasure Car



55060 PIKO SmartMeasure Car, AC, V-VI







# Our latest decoder PIKO SmartDecoder 4.1 PIKO SmartDecoder 4.1 Sound

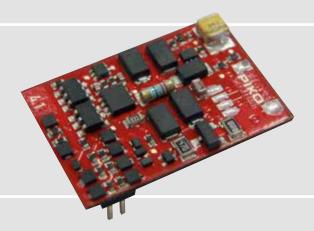
- > State-of-the-art technology
- > Innovative functions
- > Plug & Play
- > New sound experiences



**PIKO SmartDecoder 4.1** 



PIKO generation 4.1 SmartDecoders are state-of-the-art products that offer even more possibilities for digital control of model trains. The SmartDecoder 4.1 features RailComPlus® technology that is automatically recognized by DCC systems like PIKO SmartControl or mfx-based systems. New high-level individual settings for mapping and sound functions are now possible thanks to a 2.5-watt increased power output.



## PIKO SmartProgrammer & PIKO SmartTester

#### Now programming and testing are a breeze!

The new PIKO SmartProgrammer makes it easy to download your own sound files onto a decoder using a programming track or Wi-Fi. With the SmartDecoder app for Windows PC (available 2nd half of 2020), Android and iOS devices can have their digital parameters quickly configured without you having to first attend a programmer's course...

The PIKO SmartTester provides instant feedback on decoder settings using integral LEDs, a test motor, a speaker, or the appropriate App. It tests N, TT, and HO decoders as well as decoders from larger scales.

#### New!

#### PIKO SmartProgrammer App

Available for free at the Google Play Store and the Apple App Store. For Microsoft Windows 7 – 10









Available for Android and iOS in the 2nd half of 2020!



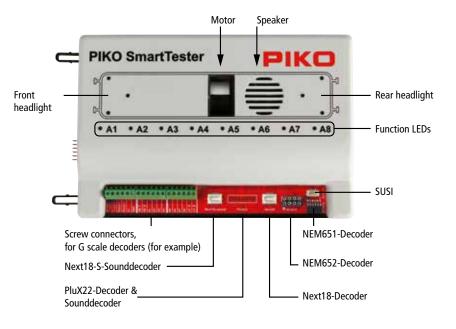
#### PIKO SmartProgrammer # 56415

(Reversing unit)

- Set digital parameters for your decoder
- Simple and Extended Function Mapping
- Transfer sound files via Wi-Fi or a USB cable
- Easily upload data to the model's decoder via a programming
- Upload sound files quickly with the SUSI interface
- Upload your own sound files like station announcements, radio chatter, and more...
- Trouble-free operation via free software for Windows PC as well as the app for iOS and Android devices
- Can be used as a "mini DCC system" for automatic train movements

#### PIKO SmartTester # 56416

- Quick and easy decoder function testing
- Instant feedback from activated functions via the integral speaker, motor, and LEDs for functions A1 to A8 as well as the front and rear headlights
- HO, TT, and N scale decoder sockets as well as the potential to test larger scale decoders and SUSI interfaces
- Can be used in-tandem with the PIKO SmartProgrammer via a plug connection





## The Decoder-Generation: PIKO SmartDecoder 4.1 & PIKO SmartDecoder 4.1 Sound



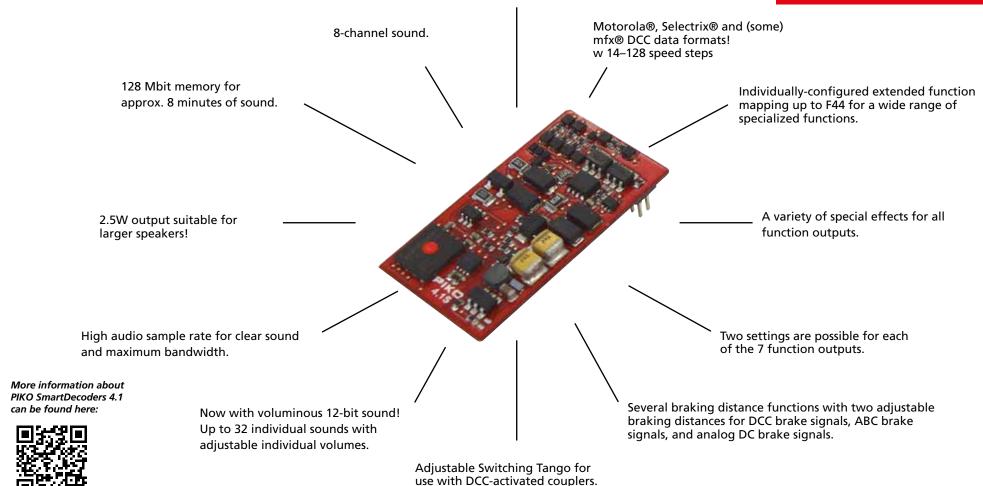


RailComPlus® and (some) mfx® are automatically recognized!

More capacity!

More sound!

More functions!



## PIKO SmartDecoder 4.1 Sound



The PIKO 4.1 SmartSound Decoder is a state-of-the-art universal digital decoder with 8-channel 12-bit sound, multiple light outputs, and 1.2 A motor control. The PIKO 4.1 SmartSound Decoder is Rail-ComPlus®, Motorola®, Selectrix®, and mfx-compatible, and can be used on analog systems.

The PIKO SmartDecoder 4.1 automatically recognizes a layout's digital or analog operating mode. Up to 44 individually activated functions are possible with each decoder. Typical train sounds such as engine sound, horns, brake squeal, station announcements, radio chatter, and other sounds can be individually activated. Sound operation is also possible in analog mode but is restricted to engine sound.



56405 PIKO SmartDecoder 4.1 Sound PluX22 without speaker; blank

The popular PIKO SmartDecoder for Sound is now available as a blank decoder, so you can download custom sound files direct from PIKO!

#### Properties:

- Operates in DCC, MM, Sx, SUSI, or DC; AC
- Automatic recognition of DCC or analog control systems
- Minimum operating current 1.2 A
- Peak motor current 2.0 A
- 7 additional special function outputs
- Total function output current 0.4 A

- Function mapping up to F44
- Switching mode
- Programmable motor control
- Braking distance modes
- Short-circuit and overheating protection
- Dimensions: 30,2 x 16 x 3,8 mm



56406 PIKO SmartDecoder 4.1 Sound PluX22 without speaker; without sound files, with mfx capability

The popular PIKO SmartDecoder for Sound now comes without sound files, so you can download custom sound files direct from PIKO!

#### Properties:

- Operates in DCC, MM, Sx, SUSI, mfx-capable or DC, AC
- Automatic recognition of DCC or analog control systems
- Minimum operating current 1.2 A
- Peak motor current 2.0 A
- 7 additional special function outputs

- Total function output current 0.4 A
- Function mapping up to F44
- Switching mode
- Programmable motor characteristics
- Braking distance modes
- Short-circuit and overheating protection
- Dimensions: 30,2 x 16 x 3,8 mm

#### **PIKO loudspeaker**



56330 Replacement loudspeaker, 9 x 16 x 3 mm (6Ohm/0,7W)

#### good for:

- Elelctric locomotive BR 151
- Elelctric locomotive BR E 18
- Diesel railcar VT 98
- Diesel locomotive TGK 2

- Diesel locomotive BR V 60
- Diesel locomotive D.145
- Diesel locomotive BB 60 000
- Railcar BR RBe 4/4
- Diesel locomotive BR V60 Expert plus



56331 Replacement loudspeaker for ICE 4, 25 x 16 x 6,4 mm (8Ohm/1W)

#### good for:

Trainset ICE 4



NEW

## PIKO SmartDecoder 4.1





56332 Replacement loudspeaker, square, with frame 15 x 25 x 6.4 mm (40hm/1-2W)

#### good for:

- Diesel locomotive Rh 2200 NS
- Steam locomotive BR 55 / G7.1
- Diesel locomotive G 1206
- Trainset Z2
- Diesel locomotive Rh 2200 NS Expert plus
- Diesel locomotive BR 101 Exklusiv ..Wilde 13"





Replacement loudspeaker, oval. 13.5 x 19.5 x 4 mm (8 Ohm/1W)

## NEW 2020

#### good for:

- Diesel locomotive V23
- Diesel locomotive BR 102.1 / 312
- Diesel locomotive G6
- Diesel locomotive G1700
- Diesel locomotive V 60 / BR 260 / BR 106.2
- Regioswinger
- Diesel Trainset Stadler GTW
- Elelctric locomotive Taurus Rh 1216
- Elelctric locomotive BR 101 / BR 185.2 / BR 186
- Elelctric Trainset Talent 2
- Elelctric Trainset Coradia BR 440
- Diesel locomotive BR 118
- Diesel locomotive BR 119



56334 Replacement loudspeaker, round, Ø 23 x 5 mm (40hm/1W)

## NEW

#### good for:

- Elelctric locomotive BR 120
- Elelctric locomotive E41 / BR 141
- Elelctric locomotive BR 147 / BR 187
- Elelctric locomotive BR 147
- Elelctric locomotive BR 150 / E 50
- Elelctric locomotive BR 103
- Elelctric locomotive BR 112 / BR 142 / BR 243
- Elelctric locomotive E 10 / E 40 / BR 110.1 / BR 140
- Elelctric locomotive Rh 1010
- Elelctric locomotive Ae 4/7
- Elelctric locomotive BR 110.3
- Elelctric locomotive E 52
- Elelctric locomotive BR 111
- Elelctric locomotive Rh 1041

#### good for:

- Diesel locomotive BR 245
- Diesel locomotive BR 118 GFK
- Diesel locomotive BR 221
- Diesel locomotive DF7C
- Diesel locomotive BR 132
- Diesel locomotiveV 200
- Diesel locomotive SU 46 PKP
- Trainset ICE 3
- Diesel locomotive Traxx / BR 246
- Diesel locomotive BR 118
- Diesel locomotive V 200 DB
- Diesel locomotive BR 130 / BR 231
- Diesel locomotive T669 / ChMe3
- Diesel locomotive BR 119 / BR 219

#### good for:

- Elelctric locomotive Vectron BR 193
- Diesellok Vectron
- Diesellok SU 45 PKP
- Elelctric locomotive ET22
- Elelctric locomotive EP 07 /
- EU 07 PKP (ET41)
- Diesellok Rh 7300
- Elelctric locomotive Rh 2800 SNCB

#### PIKO SmartDecoder 4.1 Sound includes a locomotive-specific speaker F6404 Diocol railear Desiro Spolia

| 56481 | Diesel railcar Desiro 8polig     | 56420 | Elelctric locomotive Rh 1041   | 56440 | Diesel locomotive BR 130 -> previously item # 56340           | 56459 | H0 Diesel locomotive V 200.1 / 221                          |
|-------|----------------------------------|-------|--|-------|---|-------|---|
| 56483 | Diesel locomotive BR 107         | 56421 | Diesel locomotive TGK 2  | 56441 | Diesel locomotive BR V200 / 220 DB -> previously item # 56341 | 56460 | Diesel locomotive Rh 28 -> previously item # 56360          |
| 56484 | Dampflok BR 78                   | 56422 | Elelctric locomotive BR E 18   | 56442 | Diesel locomotive T669 -> previously item # 56342             | 56461 | Diesel locomotive SP/SU 45 PKP                              |
| 56485 | Elelctric locomotive Re 4/4 I    | 56423 | Elelctric locomotive BR 151  | 56443 | Diesel locomotive BR 245 -> previously item # 56343           | 56462 | Diesel locomotive BR 102.1 / 312 -> previously item # 56362 |
| 56486 | Elelctric locomotive BR S 499    | 56424 | Diesel locomotive BR V 60  | 56444 | H0 Elelctric locomotive Vectron BR 193                        | 56463 | Elelctric locomotive Rh 1010 ÖBB                            |
| 56487 | Diesel locomotive BR 216         | 56425 | Diesel locomotive BR V 200   | 56445 | H0 Elelctric locomotive BR 187                                | 56464 | Diesel locomotive G6 - MTU                                  |
| 56488 | Elelctric locomotive BR E 91     | 56426 | Railcar BR RBe 4/4   | 56446 | Elelctric locomotive BR E41 / 141 DB                          | 56465 | Trainset Z2 -> previously item # 56365                      |
| 56489 | Elelctric locomotive BR ET21 PKP | 56427 | Diesel locomotive BB 60 000  Exclusive model: available in France only | 56447 | Diesel locomotive BR 119 -> previously item # 56347           | 56466 | Diesel locomotive DF7C                                      |
| 56490 | Elelctric locomotive CC 25000    | 56428 | Elelctric locomotive BR 147  | 56448 | Diesel locomotive Rh 7300 -> previously item # 56348          | 56467 | Elelctric locomotive Ae 4/7 - MFO                           |
| 56491 | Diesel locomotive BR D.141       | 56429 | PIKO Soundmodul für BR 412 ICE 4 DB AG & LS                            | 56449 | Elelctric locomotive BR E 50 / BR 150                         | 56468 | Diesel locomotive Rh 2200 NS                                |
| 56492 | Elelctric locomotive Rh 1044     | 56430 | Elelctric locomotive BR 120  | 56450 | Elelctric locomotive BR E03 / BR 103                          | 56469 | Elelctric locomotive BR ET22                                |
| 56432 | Diesel railcar Rh 554            | 56431 | Diesel locomotive D.145  | 56451 | Diesel locomotive V23   | 56470 | Diesel railcar VT 98  |
|       |                                  | 56433 | Diesel locomotive SU46   | 56452 | Elelctric locomotive BR E07 / ET41                            | 56471 | Elelctric locomotive BR 110.3                               |
|       |                                  | 56434 | Diesel railcar Blauer Blitz  | 56453 | H0 Diesellok Vectron -> previously item # 56353               | 56472 | Elelctric locomotive BR 111                                 |
|       | NEW<br>2020                      | 56435 | Diesel railcar BR VT 2.09  | 56454 | Diesel locomotive BR 118 GFK                                  | 56473 | Diesel locomotive BR 132                                    |
|       |                                  | 56436 | Elelctric locomotive Rh 1100   | 56455 | Diesel locomotive G 1206 -> previously item # 56355           | 56474 | Elelctric locomotive BR E 52 / 152                          |
|       |                                  | 56437 | Elelctric locomotive BR 181.2  | 56456 | H0 Trainset ICE 3 (only for DC)                               | 56478 | Elelctric locomotive Ae 4/7 BBC                             |
|       |                                  | 56438 | Diesel locomotive ST44 PKP   | 56457 | H0 Diesel locomotive BR 118 -> previously item # 56357        | 56479 | Elelctric locomotive Rh 1110.5 -> previously item # 56379   |
|       |                                  | 56439 | Diesel locomotive BR V200 DR   | 56458 | Elelctric locomotive BR 243 / 143 / 112                       | 56480 | Elelctric locomotive BR 243 / 143 / 112                     |
|       |                                  |       |  |       |   |       |   |

The state-of-the-art PIKO 4.1 SmartDecoder allows more possibilities for digital layout control. Thanks to RailComPlus®, registering your model with a compatible DCC system is no longer a problem. Using the PIKO SmartControl system, you can program individual settings with Function Mapping.



## 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol

#### **Common properties:**

- Operates in DCC, MM, Sx1, AC analog or DC analog
- Automatic recognition of operating mode
- Continuous motor current of 1.2 A
- Motor peak current of 2.0 A
- 7 additional special function outputs

- Total function current outputs of 0.4 A
- Function Mapping up to F44
- Shunting mode
- Programmable motor control
- Braking distance modes
- Short-circuit and overhea ting protection
- Size: 22x15x3,8 mm

## 56401 PIKO SmartDecoder 4.1 PluX22 - multiprotocol with mfx-capability

#### Common properties:

- Automatic recognition of operating mode
- Operates in DCC, MM, Sx1, mfx-capable, AC analog or DC analog
- Continuous motor current of 1.2 amps
- Motor peak current of 2.0 A
- 7 additional special function outputs
- Total function current outputs of 0.4 A
- Function Mapping up to F44
- Shunting mode
- Programmable motor control
- Braking distance modes
- Short-circuit and overheating protection
- Size: 22x15x3,8 mm

## 56402 PIKO SmartDecoder 4.1 PluX16 multiprotocol

#### Common properties:

- Automatic recognition of operating mode
- Operates in DCC, MM, Sx1, AC analog or DC analog
- Continuous motor current of 1.2 A
- Motor peak current of 2.0 A
- 2 additional special function outputs
- Total function current outputs of 0.25A
- Shunting mode
- Programmable motor control
- Braking distance modes
- Short-circuit and overheating protection
- Size: 20x11x3,8 mm

## 56403 PIKO SmartDecoder 4.1 for 8-pin interface

#### Common properties:

- Automatic recognition of DCC or analog control systems
- Operates in DCC, MM, Sx1, AC analog or DC analog
- Minimum operating current
   1.2 A
- Peak motor current 2.0 A
- 2 additional special function outputs

- SUSI interface
- Total function output current 0.25 A
- Switching mode
- Programmable motor control
- Braking distance modes
- Short-circuit and overheating protection
- Dimensions: 20x11x3.8 mm

#### 56410 PIKO SmartDecoder PIN 20

#### Common properties:

- Automatic recognition of operating mode
- Operates in DCC, MM, Sx1, AC analog or DC analog
- Special function outputs
- Programmable motor control
- Braking distance modes
- Short-circuit and overhea ting protection

Due to the many unique digital functions of the PIKO ICE 4, only the 20-pin PIKO SmartDecoder 4.1 can be used for the PIKO ICE 4!



## **PIKO**







## The perfect entry into the fascinating world of model railroading

- > Passenger and freight trains
- > Historic and modern trains
- > For all ages

**Start-Sets** 



The Czech State Railways and ÖBB jointly operate the Graz-Vienna-Prague line using modern Railjet commuter trains.

> see page 45



The DR's class 119 diesels featured noticeable portholes and were used in both passenger and freight service. > see page 46



Length of train: 1142 mm (3.8 ft)

## PASSENGER TRAIN STARTER SETS











#### The set includes: (applies to all sets on this double page)

12 x 55412 Curve R2 422 mm (16.6 in.)

5 x 55401 Straight G231 mm (9.1 in.)

1 x 55406 Straight G231 with track power connector (9 in.)

1 x 55447 Socket for track power

1 x 55270 Connection clip

1 x Speed control

1 x Power supply unit (adapter 5.4 VA)

applies to all sets on this double page

#### Track oval:

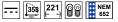
158 x 88 cm (6.2 ft x 3.4 ft.) Minimum floor space assembly: 168 x 98 cm (6.6 ft. x 3.8 ft.)





57139 Starter Set "Alex" Hercules Diesel locomotive with 2 passenger cars, PIKO A-track w roadbed





Length of train: 753 mm (2.5 ft.)



This set is also offered with PIKO A track without roadbed as # 57137



57179 Starter Set Taurus CD Railjet w 3 IC Passenger Cars Railjet,







Length of train: 1013 mm (3.3 ft.)



97934 Starter Set PKP SM42 Diesel locomotive with 2 Bi-level Passenger cars PKP V, PIKO A-track w roadbed

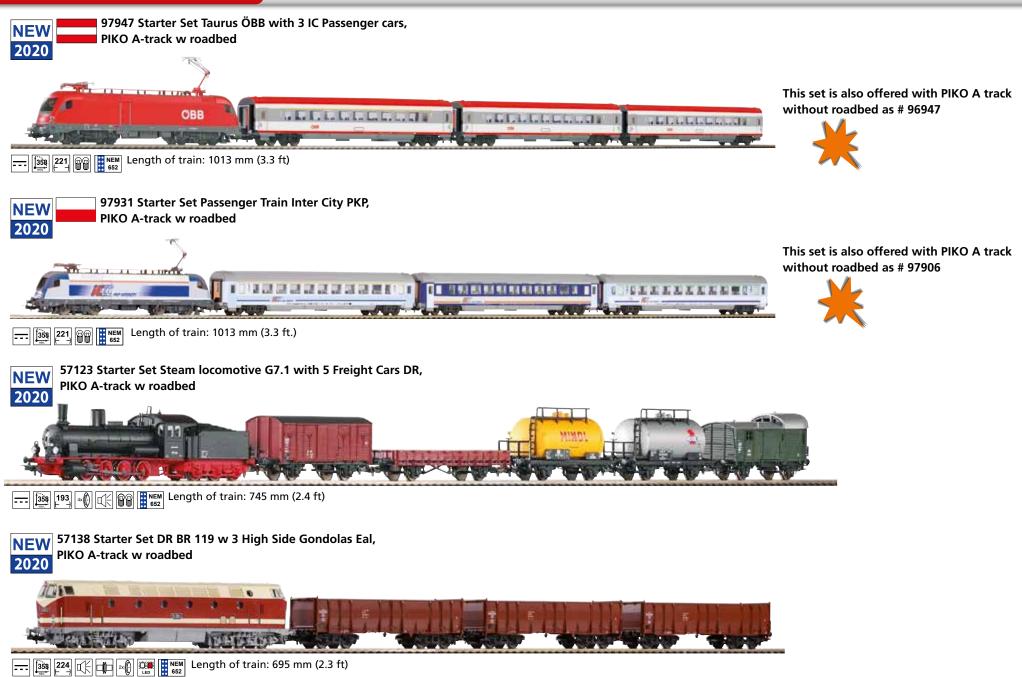






## PASSENGER TRAIN & FREIGHT TRAIN STARTER SETS









#### The set includes: (applies to all sets on this double page)

12 x 55412 Curve R2 422 mm (16.6 in.)

5 x 55401 Straight G231 mm (9.1 in.)

1 x 55406 Straight G231 with track power connector (9 in.)

1 x 55447 Socket for track power

1 x 55270 Connection clip

1 x Speed control

1 x Power supply unit (adapter 5.4 VA)

applies to all sets on this double page

#### Track oval:

158 x 88 cm (6.2 ft x 3.4 ft.)

Minimum floor space assembly:
168 x 98 cm (6.6 ft. x 3.8 ft.)





57154 Starter Set Freight Train DB Cargo, PIKO A-track w roadbed



This set is also offered with PIKO A track without roadbed as # 57151



\_\_\_\_ [358 180 @@ HEM Length of train: 558 mm (1.8 ft)



This set is also offered with PIKO A track without roadbed as # 57170



[358] [221] [221] Length of train: 711 mm (2.4 ft)



97935 Starter Set BR 130 SD with 3 Freight Cars, PIKO A-track w roadbed



## PASSENGER TRAIN & FREIGHT TRAIN STARTER SETS



#### The set includes: (applies to all sets on this double page)

12 x 55412 Curve R2 422 mm (16.6 in.)

- 1 x 55401 Straight G231 mm (9.1 in.)
- 1 x 55406 Straight G231 with track power connector (9 in.)
- 1 x 55447 Socket for track power
- 1 x 55270 Connection clip
- 1 x Speed control
- 1 x Power supply unit (adapter 5.4 VA)



applies to all sets on this double page



#### Track oval:

110 cm x 88 cm (3.6 ft. x 2.9 ft.)

Minimum floor space assembly:

120 cm x 98 cm (3.9 ft. x 3.2 ft.)



57081 Christmas Starter Set Steam locomotive with 3 Coaches, PIKO A-track w roadbed



97933 Starter Set Passenger Train with Steam locomotive PKP, PIKO A-track w roadbed







Length of train: 551 mm (1.8 ft)



This set is also offered with PIKO A track without roadbed as # 57080





Length of train: 502 mm (1.7 ft)



This set is also offered with PIKO A track without roadbed as # 97920



57112 Starter Set Passenger Train DB with Steam locomotive and tender, PIKO A-track w roadbed



57113 Starter Set Freight Train DB, PIKO A-track w roadbed





Length of train: 502 mm (1.7 ft)



This set is also offered with PIKO A track without roadbed as # 57110







This set is also offered with PIKO A track without roadbed as # 57111













#### Produced in exclusive cooperation with Circus Theater Roncalli!

This set features a wireless "pocket remote" throttle that makes it possible to run the train comfortably via remote control. A radio signal connects the throttle with the track receiver. The modern R/C throttle features an ergonomic design that controls analog locomotives in 16 speed steps. A starting voltage of 1.5 V is applied at speed step 1 making for a silky-start-up and smooth transition to speed step 13. The track receiver is supplied with electricity by a compact power adapter while the R/C throttle is powered by a 2025 coin cell battery. Accessories like lights can be connected to the 8 V accessory terminals which are controlled by the R/C unit, which also serves as an emergency stop. Trouble-free operation is ensured by a choice of eight different radio channels.







57142 Starter Set Roncalli R/C, PIKO A-track w roadbed





Length of train: 473 mm (1.5 ft)



## ICE3 SETS & PASSENGER TRAIN STARTER SETS



**X** 96980 Starter Set CRH

**Exclusive model** available only in China

The set includes:

CRH with 2 power cars and

2 intermediate cars





96944 Starter Set AVE 103

The set includes: AVE 103 with 2 power cars. For accessories see # 96980



#### The set includes:

- 1 x CRH with 2 traction units and 2 cars
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left

- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer

#### For ICE 3:



Length of train: 1142 mm (3.8 ft)

#### Track Oval: 182 cm x 95 cm (6 ft. x 3.2 ft.) Minimum floor space assembly: 192 cm x 105 cm (6.3 ft. x 3.5 ft)

#### suitable accessories:

# 56456 PIKO Sound Decoder Kit with Loudspeaker (see page 39)



97926 Starter Set Taurus MAV with 3 Passenger Cars

#### The set includes:

1 x Electric loco Taurus MAV

3 x Passenger Cars

14 x Curve track R2 422 mm (16.6 in.)

9 x Straight track 231 mm (9.1 in.)

3 x Straight track 239 mm (9.4 in.)

1 x Curved switch, left

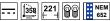
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply (5.4 VA)
- 1 x Portable Rerailer



Track Oval: 182 cm x 95 cm (6 ft. x 3.2 ft.)

Minimum floor space assembly: 192 cm x 105 cm (6.3 ft. x 3.5 ft)





Length of train: 1013 mm (3.3 ft)





**Starter Set IC Bi-Level Train DB AG w BR 146.5** 

The new generation Intercity IC 2 offers relaxed long-distance travel in new bi-level cars. The DB AG is continuously expanding the Intercity network in Germany and will use the attractive double-deck trains on many routes for this role. The BR 146.5 in the new white paint scheme serves as the locomotive.

#### The set includes:

- 1 x Diesel loco BR 146.5
- 2 x Bi-Level Coaches
- 12 x Curved track R2 422 mm (16.6 in.)
- 6 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer





Track oval: 158 x 88 cm (5.2 ft x 2.9 ft.) Minimum floor space assembly:



[358] 217 [358] Length of train: 753 mm (2.5 ft)



Starter Set Bi-Level Train DR IV

The BR 118 diesel locomotives were also used with bi-level cars in S-Bahn and regional service for major cities.

#### The set includes:

- 1 x Diesel Loco BR 118
- 2 x Bi-Level Passenger Cars
- 12 x Curved track R2 422 mm (16.6 in.)
- 6 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5,4 VA
- 1 x Portable Rerailer



Track oval: 158 x 88 cm (5.2 ft x 2.9 ft.)

Minimum floor space assembly:

168 x 98 cm (5.5 ft. x 3.2 ft.)







57172

Starter Set Taurus ÖBB Railjet w 3 IC Passenger Cars Railjet

The Railjet is one of the world's fastest locomotive-hauled trains. Railjets are operated jointly by the ÖBB, the Deutsche Bahn, the Schweizerische Bundesbahnen (Swiss Federal Railways) and the Hungarian state railway; Magyar Államvasutak.

#### The Set includes:

- 1 x Electric Locomotive Taurus ÖBB
- 3 x Passenger Car
- 14 x 55212 Curved track R2 422 mm (16.6 in)
- 9 x 55201 Straight track 231 mm (9.1 in)
- 3 x 55200 Straight track 239 mm (9.4 in)
- 1 x 55222 Curved switch, left

- 1 x 55223 Curved switch, right
- 1 x 55270 Power clip
- 1 x Speed control
- 1 x Power supply (Adapter 5,4 VA)
- 1 x Portable Reraile



Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)





Length of train:1013 mm (3.3 ft.)

Matching Cab Control Car: # 57672 (see page 346)





## PASSENGER TRAIN & FREIGHT TRAIN STARTER SETS



**96975** 

**NS Elec Bi-Level Passenger Starter Set** 

A double-decker train used by the NS in short-distance traffic is the subject of this passenger train set. It consists of a Br 1918 electric locomotive as well as two bi-level cars. The large track oval with 2 curved switches and parallel sidetrack offer various operational possibilities.

#### The set includes:

- 1 x Electric loco BR 185
- 2 x Bi-Level Coaches
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)

- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Track oval: 182 x 95 cm (6 ft x 3.2 ft.) Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)











217 PP BEM 652 Length of train: 841 mm (2.8 ft)



#### **Start-Set Feuerwehr DB**

#### The set includes:

- 1 x Diesel locomotive BR 218
- 1 x Tank car
- 1 x Flatcar w fire engine
- 1 x Passenger car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)

- 1 x Straight track 239 mm (9.4 in.)
- 1 x Power clip
- 1 x Switch right
- 1 x Buffer stop
- 1 x Speed control 1 x Power Supply 5,4 VA
- 1 x Portable Rerailer





Track oval:

158 cm x 88 cm (5.2 ft. x 2.9 ft.) Minimum floor space assembly: 168 cm x 98 cm (5.5 ft. x 3.2 ft.)











Length of train: 574 mm (1.9 ft)





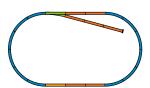


#### SBB G1700 Sersa Freight Starter Set

#### The set includes:

- 1 x Diesel locomotive Am843 SBB
- 4 x Freight Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)
- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer





Track oval: 158 cm x 88 cm (5.2 ft. x 2.9 ft.) Minimum floor space assembly: 168 cm x 98 cm (5.5 ft. x 3.2 ft.)











#### 96948

#### **ÖBB Hercules Freight Starter Set**

#### The set includes:

1 x Diesel locomotive Herkules ÖBB

3 x Freight car

12 x Curved track R2 422 mm (16.6 in.)

7 x Straight track 231 mm (9.1 in.)

1 x Straight track 239 mm (9.4 in.)

1 x Power clip

1 x Right hand switch

1 x Buffer stop

1 x Speed control

1 x Power Supply 5.4 VA

1 x Portable Rerailer



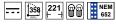


Track oval: 158 cm x 88 cm (5.2 ft. x 2.9 ft.) Minimum floor space assembly: 168 cm x 98 cm (5.5 ft. x 3.2 ft.)











Length of train: 638 mm (2.0 ft)



#### 97907

#### **Starter Set Freight Train PKP**

#### The set includes:

1 x Steam loco

1 x Gondola

1 x Flat Car w truck

1 x 2-Axle Tank Car

12 x Curved track R2 422 mm (16.6 in.)

2 x Straight track 231 mm (9.1 in.)

1 x Power clip

1 x Speed control

1 x Power Supply 5.4 VA





Track oval:

110 cm x 88 cm (3.6 ft. x 2.9 ft.) Minimum floor space assembly: 120 cm x 98 cm (3.9 ft. x 3.2 ft.)







Length of train: 457 mm (1.5 ft)





An Italian Class 189 pulls a container train across the Alps to Germany in this cross-border train set. The containers can be removed for realistic cargo handling. The engine features directional lighting as well as a digital interface.

#### The set includes:

- 1 x Electric locomotive BR 189
- 3 x Freight Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)
- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Track oval: 158 cm x 88 cm (5.2 ft. x 2.9 ft.) Minimum floor space assembly: 168 cm x 98 cm (5.5 ft. x 3.2 ft.)





Length of train: 696 mm (2.3 ft.)



97922

Start-Set Steam Loco FS 421 w 3 freight cars FS Ep. III

A Class 421 steam engine of the FS hauls three typical freight cars to their destination. A stub-end side track allows you to switch and park a few cars.

#### The set includes:

- 1 x Steam Loco 421 FS
- 3 x Freight cars
- 12 x 55212 Curved track R2 422 mm (16.6 in.)
- 7 x 55201 Straight track 231 mm (9.1 in.)
- 1 x 55200 Straight track 239 mm (9.4 in.)
- 1 x 55221 Right hand switch
- 1 x 55270 Connection clip
- 1 x 55280 Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x 55289 Portable Rerailer



#### Track oval:

158 cm x 88 cm (5.2 ft. x 2.9 ft.) Minimum floor space assembly: 168 cm x 98 cm (5.5 ft. x 3.2 ft.)





#### **×** 57140

#### **Western Starter Set**

#### The set includes:

- 1 x Steam loco with tender
- 1 x Freight Car
- 1 x Flat Car
- 1 x Coach
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA

The steam locomotive and cars in this train set are painted like trains in the Old West. It was common for these trains to have freight cars coupled in-between the engine and the passenger car. The low-sided flatcar is perfect for adding loads.





110 cm x 88 cm (3.6 ft. x 2.9 ft.) Minimum floor space assembly: 120 cm x 98 cm (3.9 ft. x 3.2 ft.)









Length of train: 473 mm (1.5 ft)



#### **Circus Starter Set**

#### The set includes:

- 1 x Steam loco with tender
- 3 x Freight car
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA

This circus train transports the circus to the next town.

The gondola can be loaded with small animals or it can carry other things.



#### Track oval:

110 cm x 88 cm (3.6 ft. x 2.9 ft.) Minimum floor space assembly: 120 cm x 98 cm (3.9 ft. x 3.2 ft.)







Length of train: 515 mm (1.7 ft)





#### 55289 Portable Rerailer

Makes placing locomotives and train cars on the tracks easier. A Portable Rerailer is included in each starter set.



#### 97923

## Starter Set Freight train SZD with steam loco

#### The set includes:

- 1 x Steam Loco w thnder
- 1 x Passenger car
- 1 x Flat car w LKW
- 1 x 2-axle tank car

12 x 55212 Curved track R2 422 mm (16.6 in.)

- 2 x 55201 Straight track 231 mm (9.1 in.)
- 1 x 55270 Connection clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA





Track oval:

110 cm x 88 cm (3.6 ft. x 2.9 ft.)

Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)









Length of train: 583 mm (1.8 ft.)





## Unpack, setup, play – Fun for the youngest model railroaders.

- > Model trains for kids three years and older
- > Sets can be expanded
- > PIKO myTrain® models are compatible with the entire PIKO HO product line





All PIKO myTrain® Starter Sets contain:

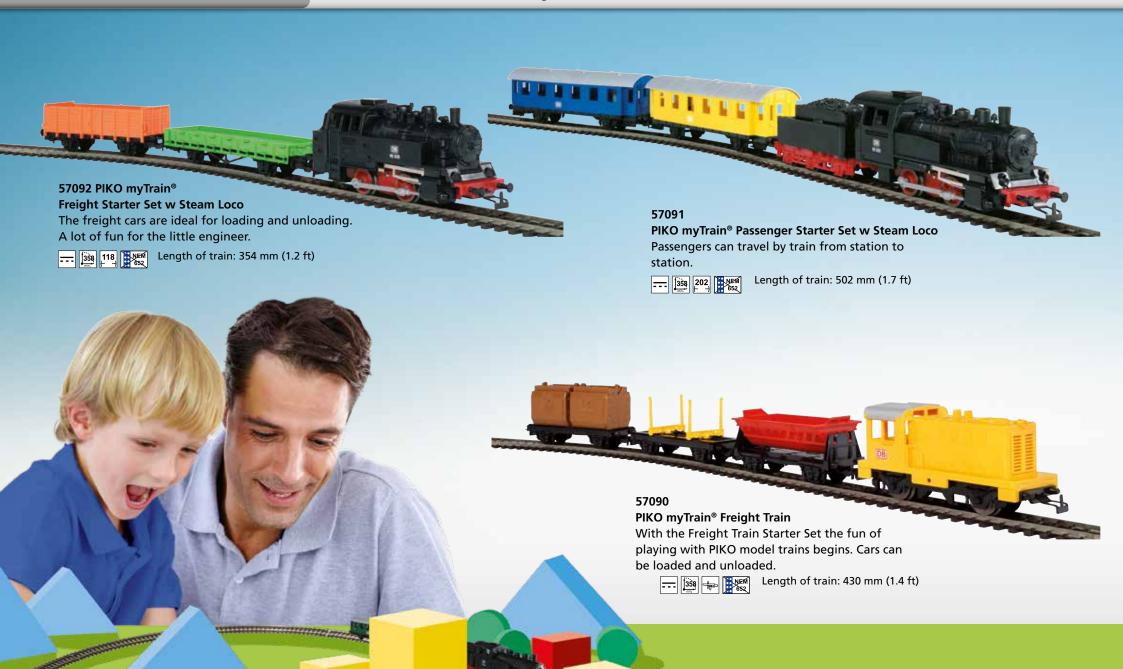
- a locomotive and cars or a multiple unit train
- a big track oval (12 x 55212 Curved Track R2 422 mm, 2 x 55201 Straight Track 231 mm, 1 x 55270 Power-Clip)
- a throttle
- a power supply (5.4 VA)





More locomotives and cars can be added to each Starter Set.

## PIKO myTrain® STARTER SETS FOR KIDS



## PIKO myTrain® STARTER SETS FOR KIDS







## PIKO myTrain® ACCESSORIES



#### 57013

#### PIKO myTrain® Diesel Locomotive

Locomotive for pulling short passenger trains and freight trains.







#### 57014

#### PIKO myTrain® E69 Electric Switcher

The switch engine assembles trains in the rail yard and is a must for every model railroad layout.





## PIKO myTrain® ACCESSORIES





#### 57022

#### PIKO myTrain® Flat Car

In modern freight traffic, many goods are transported in containers. The container can be removed from the chassis.







#### 57023

#### PIKO myTrain® Tank Car

Tank cars transport oil and gas to many different places. The tank can be removed from the chassis.





#### 57024

#### PIKO myTrain® Silo Car

Silo cars transport dry bulk goods like coal dust or cement. The silos can be removed from the chassis.







# The brilliant track concept covering everything from starter layouts to complex track plans

- > Clear, simple geometry
- > Realistic appearance
- > Rust-free rails and good electrical conductivity

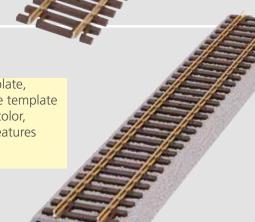




A slim track profile allows the model railroader to create realistic-looking trackwork. The 2.5 mm high rail profile guarantees that the newest locomotives and cars as well as older rolling stock with deep flanges will run smoothly over PIKO A-track and PIKO A-track with roadbed.



A clear track template! With this template, track plans can be easily designed. The template tracks feature fine detail and realistic color, and, the PIKO A-track with roadbed features realistic ballast texture.



## THE SECRET IS THE SYSTEM: PIKO A-TRACK

#### The 18.5" (470 mm) Module - The Starting Point

The basis of the track design is the **18.5"** by **2.44"** (470 mm by 61.88 mm) unit. These dimensions are not a coincidence; they are the result of intensive studies carried out with the help of high quality CAD programs to meet the requirements of both amateurs and model train enthusiasts.

With this system almost any track design can be constructed with no need for extra shorter pieces: elegant turnouts, straight or curved, various crossovers from one parallel track to the other, and the opportunity to add accessories such as platforms, etc.

This simple system makes complicated design charts unnecessary. The layouts can be sketched on a sheet of ordinary squared paper to establish which particular pieces are required.

#### The Track Design

The outstanding feature of the PIKO A-Track is the small number of different pieces. The modeller doesn't have to install additional pieces at either switches or crossings, which when used nearly always lead to uneven running.

The **18.5"** (470 mm) module is divided into two straight tracks of **9.09"** (231 mm) and **9.41"** (239 mm). This is the reason why you can have two parallel tracks with two turnouts with no need for additional pieces.

#### The Track

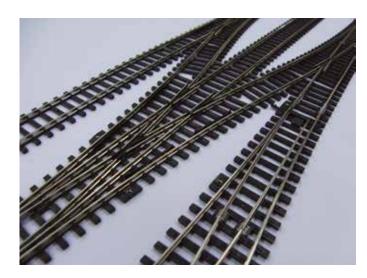
The PIKO A-Track is made from a high quality nickel silver alloy and has good electrical conductivity even on long sections of track. Rail joiners ensure constant power, and guarantee good electrical conductivity at the joints in the rails.

The ties are made of high quality ABS plastic, which is characterised by its high impact resistance, noise reduction, and a resistance to cracking under stress

As with the prototype, the surface of the ties is made to look like wood and the spacing between the ties is to scale. This makes it look realistic without being overcrowded.

#### **Track Identification**

PIKO A-Track has both an article number and a second reference that identifies its type and size, for example 55201 and G231. G signifies straight and 231 is the length in mm. This second identification is used in the track diagrams. In addition to this, each type of track has its own color, which is also used in the brochures, catalogs and on the boxes. All this makes it easy to recognise which piece of track is needed.



The basic dimensions of **18.5"** (470 mm) to **2.44"** (61.88 mm) for the PIKO A-Track design are the result of intensive studies carried out using high quality CAD programs.

## FLEXIBILITY FOR PROFESSIONALS



#### **Straight Track**

PIKO A-Track normally requires only two straight tracks: G239 and G231. Joined together, they form a 18.5" (470 mm) module. Other straight tracks such as G115 and G119 can be used but are only necessary when constructing complex layouts.

The G107 straight track is only needed as a parallel track for 30° crossings.

For curved switches leading from radius R3 (19.05", 483.8 mm) to R4 (21.48", 545.6 mm) you need the G62 straight track, which corresponds precisely in length to the distance between the two curves of 2.44" (61.88 mm).

#### Flexible Track

Sometimes modelers want to create a track plan for a particularly attractive landscape which does not conform to a simple geometric track plan. Here the flexible 37" (940 mm) PIKO A-Track comes into its own. Its length is equal to two 18.5" (470 mm) modules.

The G940 flex track can be bent to a much smaller radius than R1 (14.17", 360 mm). A radius of less than 358 mm (14.09") may lead to the derailing of larger locomotives and rolling stock. If a modeler wishes to set a radius smaller than 14.09" (358 mm) it is advisable to test the train beforehand.

#### The Basic Radius

4 different radii with a parallel spacing of 2.44" (61.88 mm) are available:

R1 curved track 30°, r = 14.17'' (360 mm) R2 curved track 30°, r = 16.61'' (421.9 mm) R3 curved track 30°, r = 19.05'' (483.8 mm) R4 curved track 30°, r = 21.48'' (545.6 mm)

To assemble a complete circle, 12 pieces of these curved tracks are needed. The distance between tracks of 2.44" (61.88 mm) ensures that passenger cars such as PIKO's long double decker cars will pass each other without touching on R1 and R2 radii.

#### The PIKO A-Track System offers the following straight tracks:

| G239  | Straight track, 9.41" (239.07 mm), in conjunction with the G231 it |  |  |  |  |  |
|---|--|--|--|--|--|--|
| makes up the module length of 18.5" (470 mm). |  |  |  |  |  |  |

G231 Straight track, 9.09" (230.93 mm), in conjunction with the G239 it makes up the module length of 18.5" (470 mm).

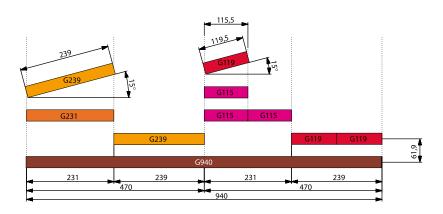
**G119** Straight track, **4.71"** (119.54 mm), 2 x G119 make up the length of the straight track G239.

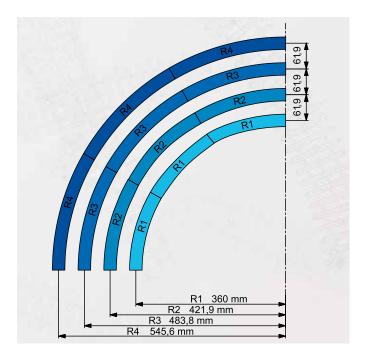
G115 Straight track, 4.55" (115.46 mm), 2 x G115 make up the length of the straight track G231.

G107 Straight track, 4.23" (107.32 mm), parallel track for the 30° crossing K30

G62 Straight track, 2.44" (61.88 mm), Adaptor track from R3 and R4

G940 Flexible track, 37" (940 mm), equals 2 x the module length of 18.5" (470 mm)





#### **Curved Track for Turnouts**

To transition from a turnout to a parallel track while keeping a **2.44**" (61.88 mm) distance; an R 9 curved track is required:

R 9 curved track 15°, r = 35.75'' (907.97 mm)

This curved track of 15° matches the 15° that is used in the turnouts.

#### **Turnouts**

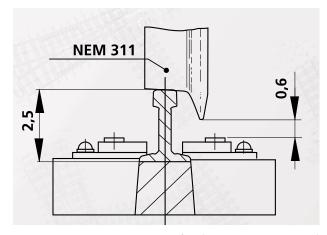
All PIKO A-Track turnouts may be used manually or converted to electrical operation by installing a turnout motor. As a train passes through a manually-operated turnout, the points are aligned with the train's direction of travel; hence no additional equipment is needed for manual switches.

In the case of electrically-operated turnouts there is a relay that returns the points to the original position they were in before being moved for the train's crossing over them. The points are made so that whichever direction they are set, they will line-up perfectly with the through track or the diverging track.

All the turnouts are 15° turnouts based on a **35.3/4"** (908 mm) turnout radius. Such a large radius makes it easy to integrate the turnout into track plans. The distance of a parallel track spacing is dictated by the turnout: **2.44"** (61.88 mm).

The frog, a critical component of a model turnout, is composed of both metal rails and a plastic base. The flange's motion over the frog is guided in such a way as to enable the locomotive and rolling stock smooth passage through the turnouts. PIKO A-Track frogs are designed to make the nonconductive area shorter than **0.98**" (25 mm).

As a result of this design, even short-wheelbase locomotives like PIKO's KÖ I have minimal loss of electrical contact with the rail. Polarization of the frogs is therefore unnecessary. ("Polarization" is the change in electrical polarity of the frog depending on the position of the points. The problem with polarized frogs is shown when the points on a turnout are accidentally moved while a train is traveling over them, thereby causing a short circuit because the frog is switched to the wrong polarity.)



PIKO A-Track's 2.5mm rail profile (NMRA Code 100 rail) ensures the passage of trains with conventional wheelsets made by various manufacturers.



#### **Turnout motors**

Manual turnouts are ready to use and do not need additional items to function.

All manual turnouts can be converted to electrical operation by installing a turnout motor (# 55271). The motorized turnout has a relay that automatically re-aligns the points back to their original position before they were moved for an approaching train. Electric turnout motors can also be operated manually.

The turnout motor is attached to the turnout by special connecters. Owing to its narrow shape, it can also be installed on turnouts that are spaced closely together. If the track plan does not leave enough space for a turnout motor (as in a pair of curved turnouts forming a crossover from R2 to R3), the motor may be installed underneath the turnout. In this situation an installation kit is required (# 55273).

Turnouts can also be operated via the PIKO under-the-baseboard turnout drive # 55272. A-Track turnouts have a corresponding hole in the points to accept the linkage from the turnout drive.

#### Wheels and Track

PIKO A-Track rail is made from nickel silver, which is non-corrosive and an excellent conductor of electricity.

A-Track rails are 0.1" (2.5 mm) high (NMRA code 100) and conform to NEM norm 120. This means that A-Track is perfect for almost all H0 rolling stock with traditional wheel profiles.

The small bolt heads, which in real life secure the rail to the tie, are accurately reproduced so that all standard HO wheelsets can travel freely over every piece of PIKO A-Track without bumping on top of the bolt heads.

#### **Laying A-Track**

Thanks to high-quality rail joiners made of spring steel, PIKO A-Track can be used on every type of surface; including short pile living room carpet.

However, to prolong the life of your layout, we recommend permanently affixing the tracks to a wooden baseboard with PIKO track screws (# 55298). This will keep the track from coming undone when running fast or heavy trains. Each piece of PIKO A-Track is made with the holes required for low-profile track screws.

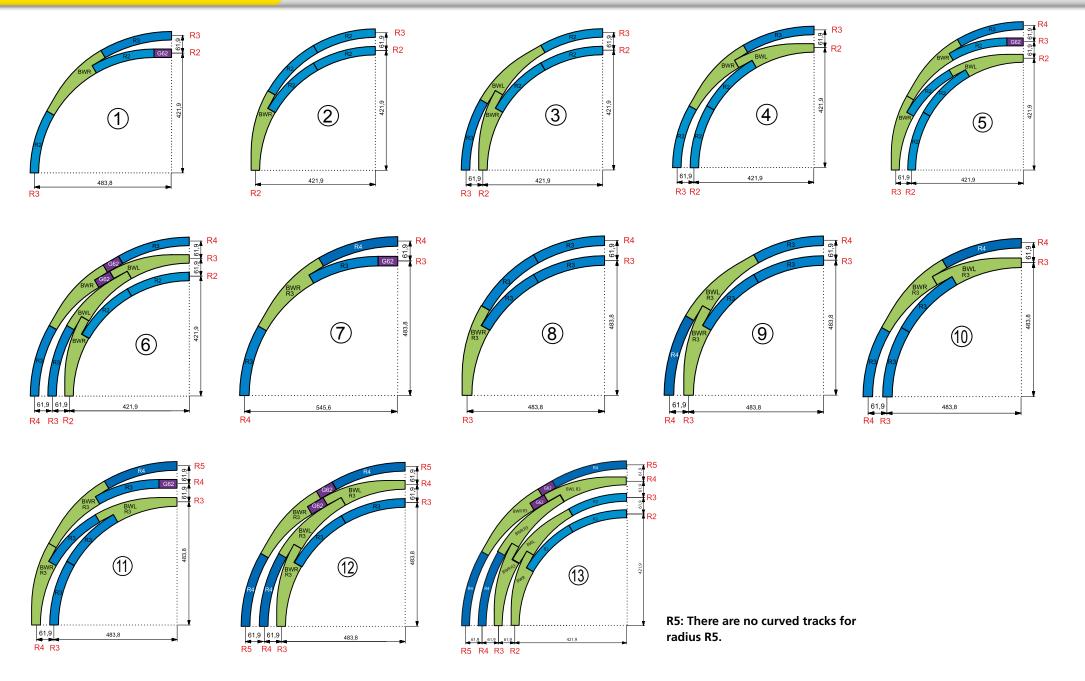
#### **Power Connection**

The easiest way to connect power to PIKO A-Track is by using the power connector (# 55270). It can be attached to any piece of G231 straight track. The hook-up wires supplied with your control unit can then be connected to the power connector.

The easiest way of providing the PIKO A-Track with an electrical connection is by using the power connector (# 55270). It can be fitted to each straight track G231 (and no other pieces). The wires supplied with the control unit can then be used to connect to the power supply.



## FROM ONE TRACK TO THE NEXT...





### **Geometric Examples for Curved Track:**

- 1 Transition from radius R3 to R2 and R3
- 2 Transition from radius R2 to R2 and R3
- 3 Transition from the parallel radius R2 to R2 and R3
- 4 Transition from the parallel radius R3 to R2 and R3
- 5 Transition from the parallel radius R3 to R2, R3 and R4
- 6 Transition from the parallel radii R4 to R3 and R4 and from R2 to R2 and R3
- 7 Transition from radius R4 to R3 and R4
- 8 Transition from radius R3 to R3 and R4
- 9 Transition from the parallel radius R3 to R3 and R4

- 10 Transition from the parallel radius R4 to R3 and R4
- 11 Transition from the parallel radii R4 to R3, R4 and R5
- 12 Transition from the parallel radii R5 to R4 and R5 and from R3 to R3 and R4
- 13 Transition from the parallel radii R5 to R4 and R5, and from R3 to R3 and R4 and from R2 to R2 and R3

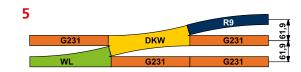
**Note:** Crossing over to a radius R1 curve using these curved turnouts is not possible because our curved turnouts have a basic radius of 16.61" (421.9 mm) (R2). To cross over to a radius R1 curve we would have had to choose a basic radius of 14.17" (360 mm) (R1) for our turnouts. Obviously not every locomotive can run through such a small radius, so it would not have been practical.

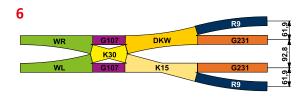


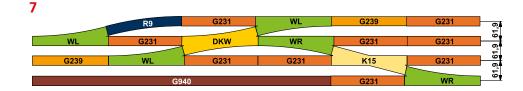


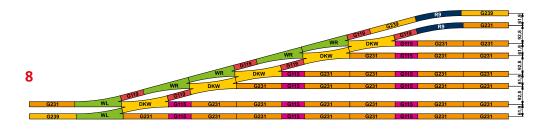






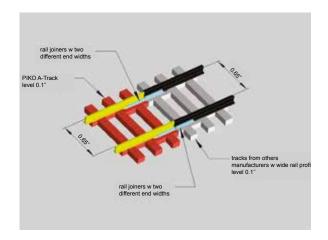






### Geometric Examples:

- 1 Transition from one track to parallel tracks
- 2 Transition from one track to parallel tracks with "platform" spacing (near)
- 3 Transition from one track to parallel tracks with double spacing
- 4 Transition from one track to three parallel tracks
- 5 Transition from a parallel track to three parallel tracks
- 6 Transition from a parallel track with "platform" spacing (near) to two parallel tracks and one parallel track with "platform" spacing (near)
- 7 A complex layout with parallel tracks and crossings
- 8 Transition from a parallel track into a station area with alternate parallel tracks and a parallel track with "platform" spacing (near)





#### **Rail Joiners**

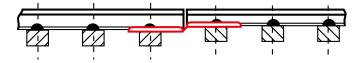
All A-Track rail joiners are made from non-corrosive spring steel which not only guarantees a long life and grips the rail well but ensures excellent electrical conductivity. PIKO # 55292 is a set of rail joiners that also serve as terminal wires. In order to separate track sections electrically, insulated rail joiners (# 55291) must be used. These simply replace the existing metal rail joiners.

In order to ensure smooth transition from PIKO A-Track to pre-1990 PIKO U-Profile track, transition track GUE62 H (# 55207) should be used. It is the same length as the straight track section G62 but has a shaped rail profile at one end that fits perfectly into the hollow profile of the old U-Profile track. This makes it easy to set up permanent electrical connections to older PIKO layouts.

An easy connection to other manufacturers' tracks (see description of adaptor track GUE62-U) is possible if the other track uses 0.1" (2.5 mm) Code 100 rail with no permanently attached roadbed or ballast. If that is the case, PIKO A-Track can be connected to the other track by using A-Track rail joiners with two different end widths (# 55293). These are very useful, as most manufacturers offer much wider rail profiles.

Adaptor track GUE62-U (# 55208) is the same length as straight track G32 and may be used instead of # 55293 rail joiners. This adaptor track already has rail joiners attached with the different end widths that you need to connect to other manufacturers' tracks.

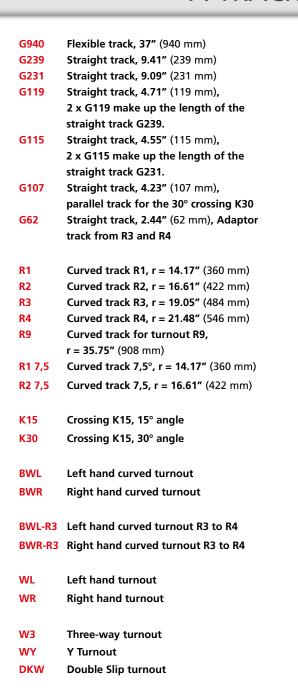
For other manufacturer's tracks with permanently attached roadbed or ballast, they usually offer their own adaptor pieces that ensure a smooth transition to 0.1" (2.5 mm) PIKO A-Track that conforms to NEM 120. Because of the differences in rail profile width, PIKO rail joiners with two different end widths (# 55293), or adaptor track GUE-62U should also be installed.

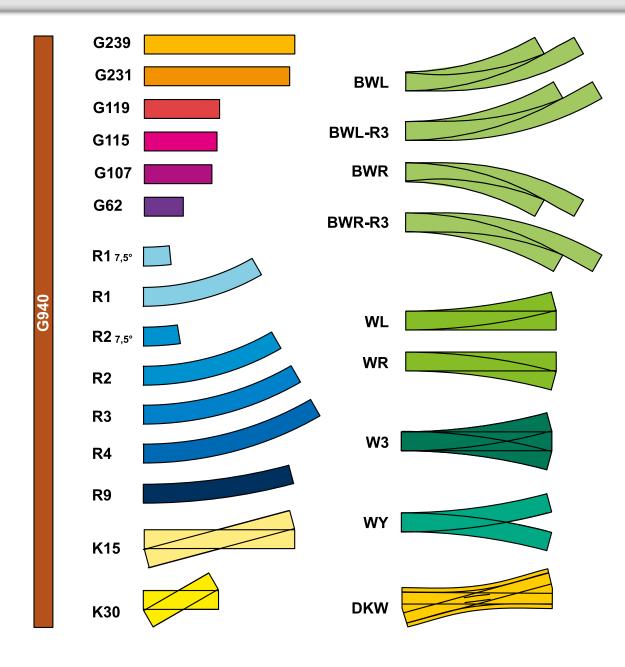


To connect PIKO A-Track to other manufacturers' track with 0.08" (2.1 mm) rail height, rail joiners offsetting the difference in levels between the two rail profiles should be used. In these cases, PIKO # 55294 rail joiners should be used instead of standard rail joiners.

# A-TRACK - SYSTEM ELEMENTS

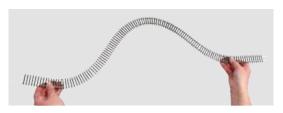






# TRACK - FOR ADVANCED MODELERS

## **Straight and Flexible Track**

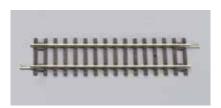


G940 55209 Flexible Track 37" (940 mm) Flexible track, 37" (940 mm) long that corresponds to double the length of the 18.5" (470 mm) module



G239 55200 Straight Track 9.41" (239 mm) Straight track G239, 9.41" (239.07 mm) long, G239 + G231 make up a module length of 18.5" (470 mm).

G231 55201 Straight Track 9.09" (231 mm)
Straight track G231, 9.09" (230.93 mm) long, G231 + G239 make up a module length 18.5" (470 mm).



G119 55202 Straight Track 4.71" (119 mm) Straight track G119, 4.71" (119.54 mm) long 2 x G119 equals G239 **G115 55203 Straight Track 4.55"** (115 mm) Straight track G115, **4.55"** (115.46 mm) long 2 x G115 equals G231

G107 55204 Straight Track 4.23" (107 mm) Straight track G107, 4.23" (107.32 mm) long, parallel track for the 30° crossing K30



G62 55205 Straight Track 2.44" (62 mm) Straight track G62, 2.44" (61.88 mm) long, adaptor track for R3 and R4

GUE62-H 55207 Adapter Track 2.44" (62 mm) Adaptor track GUE62-H fits between PIKO A-Track and the old U-Profile track 2.44" (61.88 mm) long.

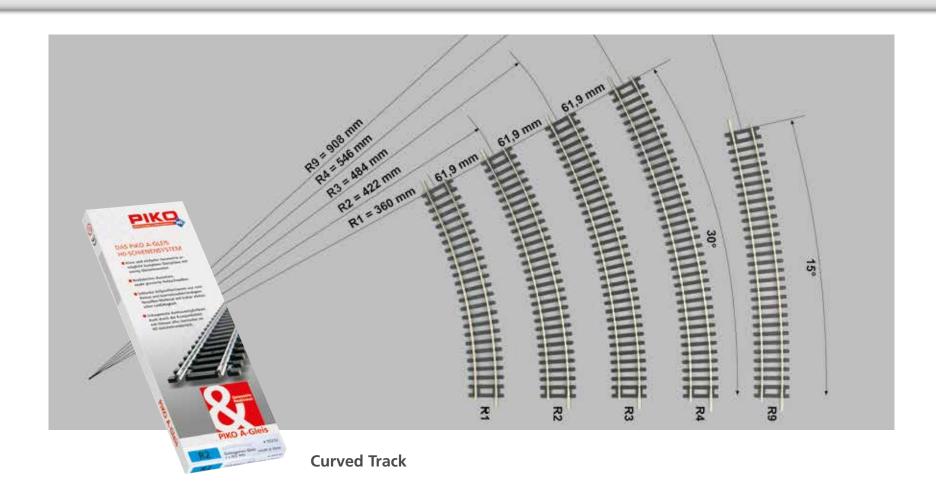
GUE62-U 55208 Adapter Track 2.44" (62 mm) Adaptor track GUE62-U fits between PIKO A-Track and PIKO-Hobby track that was produced from 1992 to 2000, Mehano\* track, classic ROCO\* 0.1" (2.5 mm) brass and nickel track, Fleischmann\* Profi- and Model-tracks, as well as others with a 0.1" (2.5 mm) rail profile height. 2.44" (61.88 mm) long.



**55282 Flex Track End Ties 31 mm long**These ties (not actual track sections) can be attached to flex tracks to achieve a perfect transition from flex track to regular track.

- \* Roco is a trademark of Modelleisenbahn GmbH, Bergheim
- \* Fleischmann is a trademark of Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
- \* Tillig is a trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
- \* Mehano is a trademark of Mehano, Izola, Slovenia.





R1 55211 Curved Track R1 Curved track R1, r = 14.17" (360 mm) / 30°,

12 pieces / circle

R4 55214 Curved Track R4

Curved track R4, r = **21.48**" (545.63 mm) / 30°, 12 pieces / circle

R2 7,5° 55252 Curved Track R2, 7,5°

Curved track R2, r = **16.61**" (421.88 mm) / 7,5°, 48 pieces / circle

R2 55212 Curved Track R2

Curved track R2, r = **16.61"** (421.88 mm) / 30°, 12 pieces / circle

R9 55219 Curved Track R9

Curved track for switch R9, r = **35.75**" (907.97 mm) / 15°, 24 pieces / circle

R3 55213 Curved Track R3

Curved track R3, r = **19.05**" (483.75 mm) / 30°, 12 pieces / circle

R1 7,5° 55251 Curved Track R1, 7,5°

Curved track R1, r = **14.17**" (360 mm) / 7,5°, 48 pieces / circle

# TRACK - FOR ADVANCED MODELERS

## **Turnouts and Crossings**



WL 55220 Turnout Left WL R9 / 9.41" (239 mm)
Diverging track = 15° angle, Straight track = G239.
Turnout = R9. Manually operated with positioning.
Turnout motor # 55271 sold separately.

WR 55221 Turnout Right WR R9 / 9.41" (239 mm)
Diverging track = 15° angle, Straight track = G239.
Turnout = R9. Manually operated with positioning.
Turnout motor # 55271 sold separately.

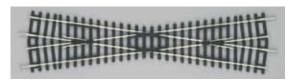


BWL 55222 Curved Turnout Left BWL R2 / R3
Suitable for passing from radius R2 to R3 or R3 to R4;
the main track radius = R2. Manually operated with
positioning. Turnout motor # 55271 sold separately.

BWR 55223 Curved Turnout Right BWR R2 / R3
Suitable for passing from radius R2 to R3 or R3 to R4;
the main track radius = R2. Manually operated with
positioning. Turnout motor # 55271 sold separately.

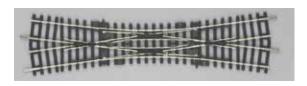
BWL-R3 55227 Curved Turnout Left BWL R3 / R4
Suitable for passing from radius R3 to R4; the main track radius = R3. Manually operated with positioning.
Turnout motor # 55271 sold separately.

**BWR-R3 55228 Curved Turnout Right BWL R3 / R4** Suitable for passing from radius R3 to R4; the main track radius = R3. Manually operated with positioning. Turnout motor # 55271 sold separately.



**K15 55240 Crossing K15 15°/ 9.41"** (239 mm) Crossing K15, 15° angle, straight track = G239

**K30 55241 Crossing K30 30°/ 4.71"** (119 mm) Crossing K30, 30° angle, straight track = G119



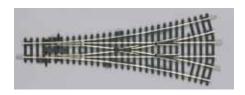
DKW 55224

Double Slip Turnout DKW 15°/ 9.41" (239 mm)

15° angle. Straight track = G239, turnouts = R9.

Manually operated with positioning.

Uses 2 x # 55271 turnout motors (sold separately).



Three Way Turnout W3 15° & 15°/ R9

Diverging tracks = 15°, Straight track = G239, turnouts = R9. Manually operated with positioning. Uses 2 x # 55271 turnout motors (sold separately).



WY 55226 Wye Turnout WY 30° / R9
Diverging tracks = 30°, turnouts = R9.
Manually operated with positioning.
Uses 2 x # 55271 turnout motors (sold separately).

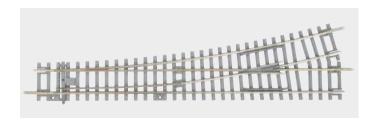
# TRACK - FOR ADVANCED MODELERS





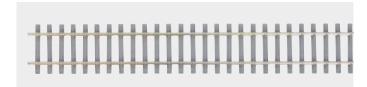
## PIKO A-track with concrete ties

Railroads have been looking for a low-price, weather-resistant alternative to wooden ties for a long time. They have had very positive experiences with concrete ties. As such, concrete ties, in combination with wooden and steel ties, can be found on many rail lines today. PIKO has decided to offer our A-Track flex track and turnouts with concrete ties. The reason was simple: modernera layouts require modern-era tracks. Our concrete tie flex tracks and turnouts match the geometry of already-existing A-track, so they will line-up perfectly with existing trackwork!



BS-WL 55170 Turnout Left WL, with concrete ties

Diverging track = 15°, Straight track = G239, Turnout = R9. Manually operated with positioning. Turnout motor # 55271 sold separately.



BS-G940 55150 Flexible Track G940, with concrete ties, 1 piece

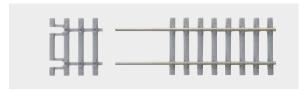
Flexible track, **37"** (940 mm) long that corresponds to double the length of the **18.5"** (470 mm) module.



BS-WR 55171 Turnout Right WR, with concrete ties

Diverging track 15°, Straight track = G239, Turnout = R9. Manually operated with positioning.

Turnout motor # 55271 sold separately.



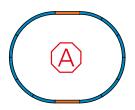
BS-GE31 55151 Flex Track End Ties 31 mm long, with concrete ties; 1 piece

These ties (not a full track section) can be attached to a piece of flex track for a smooth transition between flex track and regular track sections.

# TRACK SETS – FOR ADVANCED MODELLERS

PIKO A-Track sets are designed to allow both beginners and experienced modelers the ability to quickly build a basic layout at a reasonable price. Their uncomplicated design allows the modeler to expand the basic track oval in three easy steps. Each set contains the track sections shown in the stronger colors, which correspond to the PIKO A-Track system color coding.

The manual turnouts included in all track and starter sets may be converted at any time to electric turnouts by installing a turnout motor.



#### 55300 Track Set A

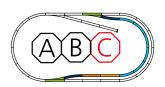
All PIKO starter sets include the contents of track set A. Track set A is also offered separately to make it easier for modelers to begin using the PIKO A-Track system with their existing trains.

Contents: 2 x 55201 G231 (straight track 231 mm), 12 x 55212 R2

(the curved track R2 422 mm), 1 x 55270 power clip

**Track oval\* A:** 110 x 88 cm (43.3" x 34.7")

Minimum area for assembly: 120 x 98 cm (47.2" x 38.6")



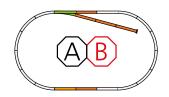
#### 55320 Track Set C "The Station Set"

"The Station Set" When sets A and B are extended with track set C, you can add a station and operate two trains. This makes for a really nice layout that can be equipped with PIKO's HO scale building kits.

**Contents:** 1 x 55200 G239 (straight track 239 mm), 1 x 55201 G231 (straight track 231 mm), 1 x 55220 WL (left hand turnout), 1 x 55221 WR (right hand turnout), 6 x 55211 R1 (curved track R1 360 mm), 2 x 55219 R9 (curved track R9 908 mm)

Track oval\* A + B + C: 182 x 88 cm (71.7" x 34.7")

Minimum area for assembly: 192 x 88 cm (75.6" x 38.6")



#### 55310 Track Set B

An oval is the start of most track plans. A turnout and a siding provide additional interest; allowing the modeler to switch cars.

Contents: 1 x 55221 WR (right hand turnout), 1 x 55200 G239 (straight track 239 mm) 5 x 55201 G231 (straight track 231 mm), 1 x 55280 buffer stop

Track oval\* A + B: 158 x 88 cm (62.2" x 34.7")

Minimum area for assembly: 168 x 98 cm (66.2" x 38.6")

#### **Other Track Plans**

Thanks to A-Track's basic unit length of 470 mm (18.5") (1x G231 + 1x G239), more complicated layouts can be built by adding extra curved tracks or turnouts.

There is unlimited potential for creativity. Further opportunities for extending a track plan are provided by a double slip turnout, crossings, a wye, and three-way turnouts.

\* The suggested floor area is always rounded up.





### 55330 Track Set D "The Freight Station"

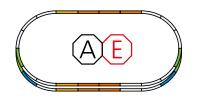
When track set D is combined with track set A, it makes for an interesting freight yard. A number of sidings provide room for switching freight cars.

Contents: 9 x 55200 G239 (straight track 239 mm), 7 x 55201 G231 (straight track 231 mm), 2 x 55219 R9 (curved track R9 908 mm), 3 x 55220 WL (left hand turnout), 2 x 55221 WR (right hand turnout), 5 x 55280 buffer stop

Track oval\* A + D: 205 x 88 cm (80.7" x 34.7")

Minimum area for assembly: 215 x 98 cm (84.7" x 38.6")





### 55340 Track Set E "Parallel Set"

If track set E is added to track set A, the basic track oval is expanded to include a passing siding. This is particularly interesting for trains with lots of cars. Two trains can pass each other in front of a passenger station. Track set E offers more operational possibilities when combined with track sets A to D. Contents: 3 x 55200 G239 (straight track 239 mm), 7 x 55201 G231 (straight track 231 mm), 2 x 55212 R2 (curved track R2 422 mm), 1 x 55222 BWL (curved left hand turnout), 1 x 55223 BWR (curved right hand turnout) Track oval\* A + E: 182 x 95 cm (71.7" x 37.4")

Minimum area for assembly: 192 x 105 cm (75.6" x 41.3")







### 99853 PIKO H0 A-Track Layout Book, German text

Over 130 pages of suggestions and instructions on creating track plans and building layouts; comprehensively illustrated. Unpacking a train set, set-up, and operation are all described in this book; it's fun for youngsters.





# **ACCESSORIES - FOR EXPERTS**



55230 Set of Screws for Turnout Motors (10 pieces)



55298 Track Screws,
Approx 400 pieces
Track fixing screws, about 400 pieces 0.06" x 0.39"
(1,4 x 10 mm)



55297 Phillips Screwdriver for PIKO A-Track



**55280 Bumper (Buffer Stop)**Buffer stop of wooden appearance, can be clipped or screwed onto all straight tracks.



**55270 Analog Track Power Clip** Attaches to straight track #G231



55299 Track Nails Approx 400 pieces



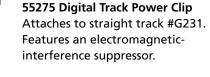
55231 Set springs for turnouts (10 pieces)

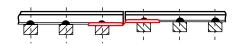


55296 Track-nail holder & hammer



55281 Track Cleaning Block





55294

## Code 83 Rail Conversion Joiners, 6 pieces

Rail joiners for different heights, to equalize the different levels when passing from ROCO\*-Line and Tillig\*-Elite to PIKO A-Track, 6 pieces



55291
Insulated Rail Joiners, 24 pieces
Insulated plastic rail joiners, 24 pieces



**55290 Metal Rail Joiners, 24 pieces**Spring steel rail joiners, 24 pieces



**55292 Terminal Joiners, 1 pair**Spring steel rail joiners with connecting wires, 1 pair

### 55293

## Wide Rail Conversion Joiners, 6 pieces

Rail joiners made of spring steel with two different end widths for joining PIKO A-Track to PIKO Hobby track produced between 1992 and 2002, Mehano\* track, classic Roco\* 0.1" (2.5 mm) brass and nickel track, Fleischmann Profi'\* and Model-tracks, and other tracks with 0.1" (2.5 mm) high rail profiles. 6 pieces.



- \* Roco is a trademark of Modelleisenbahn GmbH, Bergheim
- \* Fleischmann is a trademark of Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
- \* Tillig is a trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
- \* Mehano is a trademark of Mehano, Izola, Slovenia.

# **ACCESSORIES - FOR EXPERTS**





### 55272 Under-the-baseboard turnout drive

- Powerful miniature servo motor for mounting underneath the layout baseboard
- easily mounted using included drilling template
- suitable for all PIKO A-track turnouts
- adaptable to other scales such as N or TT and to turnouts from other manufacturers

### **Contents:**

- Instruction sheet including drilling template
- base plate and locking plate for mounting under the layout baseboard
- servo motor
- two control rods for point alignment
- mounting accessories

### **Matching accessories:**

# 55274 four-way servo decoder for analog and digital operation. Turnout control box # 55262 is required for analog operation in addition to # 55274!

55000 Driving regulator BASIC with power supply



**55271 Electric Turnout** Motor for all turnouts; low power consumption.



55273 Underside Installation Kit for Turnout Motor

This kit is required if you plan to install a # 55271 Electric Turnout Motor directly underneath the turnout.

#### 55008 Basic Throttle 0-16V 2A

Technical data: Input: 18 V DC, 2 A Output: 0-16 V DC, 1,5 A constant 16 V DC, 0,5 A





### 55391 Reverse Loop Wiring Kit

With this kit, reverse loops are no problem. Kit consists of insulated rail joiners and metal rail joiners with wires.

Not suitable for digital layouts!



### **Turnout control set for 4 turnouts**

This set includes 1 control module (# 55262) for switching turnouts and signals that are electrically operated, and 4 low-consumption turnout motors.

### 55006 Power supply, 2,25 A

Input: 230 V

Output: 16 V / 2,25 A / 36 W





### 55261 Turnout control module

Control module for switching 4 turnouts or signals. Includes stickers for labeling individual buttons.



## 55262

### **Control module**

Control module for turning on and off 4 different track circuits or lighting circuits. Includes stickers for labeling individual buttons.

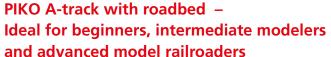
# 55003 Power adapter with throttle (Adapter 5,4 VA) (230 V)



Technical data for power adapter (Adapter 5,4 VA): Input: 230 V AC, 50-60 Hz Output: 12 V AC, 450 mA Technical data for throttle: Input: 12 V AC, 2 A Output: 0-12 V DC, 450 mA

# **INDRODUCTION**





An important part of trouble-free train operation is a reliable track system that is well-built and will perform well in the long run. Piko's new A-Track with roadbed offers an ideal track system featuring uncomplicated track geometry, high-quality nickel silver rail, and spring steel rail joiners for excellent electrical conductivity.

For years PIKO has offered their proven A-track system with wood ties. In 2017, new track sections such as switches and flex track were released with concrete ties; making it possible to model 21st century trackage. It just goes to show that even proven designs can change over time.

The newest addition to PIKO's sophisticated track system is the new A-track with integrated roadbed. It is designed for both beginners and seasoned model railroaders. Why? The reasons are obvious!





## 59027 PIKO SmartControl<sub>light</sub> Start-Set DB AG ICE 3 era VI, PIKO A-track with roadbed

#### The set contains:

- 1 x IICE 3 with 2 cab cars and 2 coaches
- 12 x 55412 Curve R2 with roadbed 422mm (16.6 in.)
- 5 x 55401 Straight track with roadbed 231mm (9 in.)
- 1 x 55406 Straight track with terminal connection clip
- 1 x 55447 Socket for terminal connection clip
- 1 x 55275 Terminal connection clip
- 1 x Track connection cable
- 1 x 55289 Rerailing device
- 1 x 55017 PIKO SmartControl<sub>light</sub> Basic-Set
- 1 x Operating manual



# INDRODUCTION

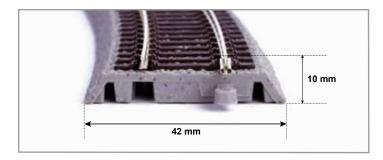


PIKO A-track with roadbed is fully compatible with A-track without roadbed and it requires no new track geometry as it matches already-existing A-track sections. By using the same rail joiners, old A-track does not need to be ripped out of a layout; resulting in a patchwork of transition tracks. One only needs to consider the height difference between the old A-track and the new A-track (with roadbed). A transition section should have the same roadbed height as the new track; preferably made from cork or another insulating material.

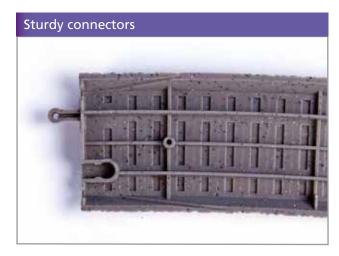
The long-term availability of PIKO A-track will never be in jeopardy; leaving you unable to get new or replacement pieces sometime in the future. Rest assured that you can build a temporary or a permanent layout using lots of high-quality A-Track, and you will always be able to get more.

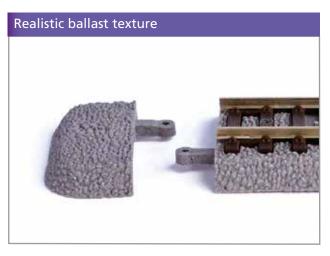
### **Properties**

- Nickel silver rails
- 2.5 mm high (Code 100) rail profile for new and older model trains
- Easy set-up and take-down
- Finely-detailed ties
- Realistic ballast texture and color
- Based on the popular PIKO A-track design
- Turnouts can be powered with above-board or under-board PIKO turnout motors
- High-quality, long-lasting roadbed construction
- Suitable matching ballast PIKO item # 55713









# PIKO A-TRACK WITH ROADBED – THE BASIC ELEMENTS

## **Straight Track:**

G239 55400 PIKO A-track with roadbed; straight track 239 mm (9.4 in.)

length: 239,07 mm (9.4 in.), G239 + G231 create a 470 mm (18 ½ in.) length



G231 55401 PIKO A-track with roadbed. Straight track 231 mm (9 in.)

length 230,93 mm (9 in.), G231 + G239 create a 470 mm (18 ½ in.) length



G119 55402 PIKO A-track w roadbed, Straight Track 4.71" (119 mm)

Straight track G119, 4.71" (119.54 mm) long, 2 x G119 equals G239



**NEW** 2020

G115 55403 PIKO A-track w roadbed, Straight Track 4.55" (115 mm)

2020 Straight track G115, 4.55" (115.46 mm) long, 2 x G115 equals G231



NEW 2020 G107 55404 PIKO A-track w roadbed, Straight Track 4.23" (107 mm)

Straight track G107, 4.23" (107.32 mm) long, parallel track for the 30° crossing K30



G62 55405 PIKO A-track w roadbed, Straight Track 2.44" (62 mm)

2020 Straight track G62, 2.44" (61.88 mm) long, adaptor track from R3 and R4



G231 55406 PIKO A-track with roadbed, Straight track 231 mm (9 in.) with terminal connection clip. Length 230.93 mm (9 in.), G231 + G 239 create a 470 mm (18 ½ in.) length

## **Curved Track:**

R1 55411 PIKO A-track with roadbed,

curve track R1 360

curve R1, r=360 mm (14 in.) / 30°, 12 pieces make a complete circle



R2 55412 PIKO A-track with roadbed,

curve track R2 422

curve R2, r = 421,88 mm (16 ½ in.) / 30°, 12 pieces make a complete circle



NEW 2020 R3 55413 PIKO A-track w roadbed,

**Curved Track R3** 

Curved track R3, r = 19.05" (483.75 mm) / 30°, 12 pieces per circle



NEW 2020 R4 55414 PIKO A-track w roadbed,

Curved Track R4

Curved track R4, r = 21.48" (545.63 mm) / 30°, 12 pieces per circle



R9 55419 PIKO A-track with roadbed,

**curve R9 908** 

Turnout radius section R9, r = 907,97 mm (35.7 in.) / 15°, 24 pieces make a complete circle



NEW 2020 R1 7,5° 55417 PIKO A-track w roadbed,

Curved Track R1, 7,5°

Curved track R1, r = 14.17" (360 mm) / 7,5°, 48 pieces per circle



**NEW** 2020

R2 7,5° 55418 PIKO A-track w roadbed, Curved Track R2, 7,5°

Curved track R2, r = 16.61" (421.88 mm) / 7,5°, 48 pieces per circle



# PIKO A-TRACK WITH ROADBED – THE BASIC ELEMENTS



## **Switches:**

# WL 55420 PIKO A-track with roadbed, Turnout WL

15° Left hand turnout, G239 straight section, R9 curved section, manual operation



# WR 55421 PIKO A-track with roadbed,

#### **Turnout WR**

15° Right hand turnout, G239 straight section, R9 curved section, manual operation



Left hand curved turnout. Transition from R2 to R3. Outside curve R3; inside curve R2. Manual operation



# BWR 55423 PIKO A-track with roadbed,

### curved turnout BWR

Right hand curved turnout. Transition from R2 to R3. Outside curve R3; inside curve R2. Manual operation



## DKW 55424 PIKO A-track w roadbed,

## **Double Slip Turnout DKW**

Double slip turnout. Diverging tracks = 15°, Straight track = G239, turnouts = R9. Manually operated with positioning. Uses 2 x # 55271 turnout motors (sold separately).



# NEW 2020

# W3 55425 PIKO A-track w roadbed,

## Three Way Turnout W3

Three way turnout. Diverging tracks =15°, Straight track = G239, turnouts = R9. Manually operated with positioning Uses 2 x # 55271 turnout motors (sold separately).



## NEW 2020

## WY 55426 PIKO A-track w roadbed,

### **Wye Turnout WY**

Wye turnout, Diverging tracks =  $30^{\circ}$ , turnouts = R9. Manually operated with positioning Uses 2 x # 55271 turnout motors (sold separately).



# NEW 2020

## BWL-R3 55427 PIKO A-track w roadbed

### **Curved Turnout Left BWL R3**

Left hand curved turnout. Suitable for passing from radius R3 to R4, the main track radius = R3.

Manually operated with positioning.

Uses # 55271 turnout motor.



## BWR-R3 55428 PIKO A-track w roadbed

### Curved Turnout Right BWL R3

Right hand curved turnout. Suitable for passing from radius R3 to R4, the main track radius = R3.

Manually operated with positioning.

Uses # 55271 turnout motor.





#### K15 55440 PIKO A-track w roadbed.

## Crossing K15

Crossing K15, 15° angle, straight track = G239





## K30 55441 PIKO A-track w roadbed,

Crossing K30

Crossing K30, 30° angle, straight track = G119

# PIKO A-TRACK WITH ROADBED – THE BASIC ELEMENTS



55432 PIKO A-track w roadbed, Transition track to Fleischmann\*\* profile



55433 PIKO A-track w roadbed, Transition track to ROCO\*\* GeoLine



55434 PIKO A-track w roadbed, Transition track to PIKO A-track

55442 PIKO A-track roadbed housing for turnout drive; left/right turnouts

55443 PIKO A-track roadbed housing for turnout drive, left hand curved turnout

55444 PIKO A-track roadbed housing for turnout drive, right hand curved turnout

55445 PIKO A-track with roadbed; 10 endpieces

55446 PIKO A-track with roadbed; endpiece with buffer stop

55447 PIKO A-track with roadbed Socket for track power connector clip.



**55487 Track screws for roadbed**; 50 count



55488 1,4 x 18 mm (0.05 x 0.7 in.) Track screws for roadbed; 400 count







Powered turnout drive for PIKO A-track turnouts with roadbed = # 55271 Turnout motor & # 55272 Underside drive



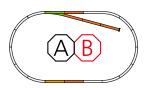




- \* Roco is a trademark of Modelleisenbahn GmbH, Bergheim
- \* Fleischmann is a trademark of the Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
- \* Tillig is a trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
- \* Mehano is a trademark of Mehano, Izola, Slovenia.

# PIKO A-TRACK WITH ROADBED





### 55311 Track set with roadbed B

**Contains:** 1 x 55421 right hand turnout, 1 x 55400 G239, 5 x 55401 G231, 1 x 55280 buffer stop

Track oval A + B: 8 x 88 cm (5' 2" x 2' 8")

Minimal footprint: 168 x 98 cm (5' 5" x 3' 2")

55365 Track set with roadbed A + 4 Straight track G 231

55366 Track set with roadbed A+B

55367 Track set with roadbed A+E

If a temporary or permanent layout is set up, the track sections can quickly be secured to the layout surface using PIKO track screws. For permanently mounting Roadbed A-Track along with existing A-track, the shorter track screws must be removed and replaced by the longer track screws; item # 55488.





### 55321 Track set with roadbed C "Station set"

Contains: 1 x 55400 G239, 1 x 55401 G231,

1 x 55420 left hand turnout, 1 x 55421 right hand turnout,

6 x 55411 curve R1 360 mm (14 in.), 2 x 55419 curve R9 908 mm (36 in.)

Track oval A + B + C: 182 x 88 cm (6' x 2' 8")

Minimal footprint: 192 x 98 cm (6' 3" x 3' 2")







Steam Locos, Diesel Locos, Electric Locos, Commuter trains -Sophisticated models for discerning hobbyists

- > Innovative and reliable technology
- > DCC and Sound ready
- > Prototypical models with a high level of detailing

> Affordable prices



The BR 151 electric locomotives served for decades as Deutsche Bundesbahn's flagship for heavy freight trains.

> see page 127







The "Taiga drum" V 200 diesel locomotives are icons of the Deutsche Reichsbahn. Their characteristic engine sound was once heard in many Eastern Bloc countries. > see page 192



50600 Steam locomotive BR 78 DB III

50601 ≥ Steam locomotive BR 78 DB III, incl. mfx-compatible decoder



50602 Steam locomotive / Sound BR 78 DB III

50603 ≥ Steam locomotive Sound BR 78 DB III, incl. mfx-compatible sound decoder



## **The Prototype:**

In 1911, the Prussian State Railways began developing a passenger locomotive that could operate equally as fast in reverse as when going forward. Experience gained from the proven P 8 led to a design featuring symmetrical wheel arrangement and a maximum speed of 100 km/h (62mph). Beginning in 1912, the new T 16 locomotives were delivered to the Prussian State Railways. In addition, the Württemberg State Railways and the Alsace-Lorraine Railways ordered copies of the T 16. Between the two world wars, T 16s of all three railroads as well as those of the Saar Railways and the Eutin-Lübeck Railway were taken into the DRG as Class 78 0-5.

After the Second World War, 53 BR 78s remained with the Deutsche Reichsbahn, of which 49 were used again and some were equipped with smoke deflectors. The BR 78s of Rbd Greifswald were prominent; it was at Bw Paswalk in September 1970 that the last 78 of the DR was retired. The DB received 424 BR 78s at war's end. In the late 1960s, their main area of operation was in Württemberg. The last DB BR 78 was retired in December 1974 at Bw Rottweil.

# STEAM LOCOMOTIVE BR 78





50604 Steam locomotive BR 78 DR III

50605 

R Steam locomotive BR 78 DR III, incl. mfx-compatible decoder



50606 Steam locomotive / Sound BR 78 DR III

50607 ≥ Steam locomotive / Sound BR 78 DR III, incl. mfx-compatible sound decoder

### The Model:

Finally! There is a modern HO model of the popular BR 78 in the form of a new design from PIKO: our first steam locomotive in the Expert product line. The model will be a step higher than the current Expert range models. Nearly all the model's piping is separately applied, and the cab, water tanks, and smokebox are all adorned with fine scale rivet heads. The spoked wheels and side rods have an ultra-realistic appearance thanks to the materials used. A five-pole PIKO can motor with flywheel provide for excellent running characteristics. Additional weight in the boiler and two traction tires ensure good adherence to the rail. A modern PluX22 digital interface makes installing a decoder a breeze. Minimal effort is required for installing a sound decoder and smoke generator. Directional LED lighting allows for authentic operation when running in push-pull mode.

suitable accessories: # 56163 Steam generator 10-16 V AC/DC



# 56484 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

For all BR 78:

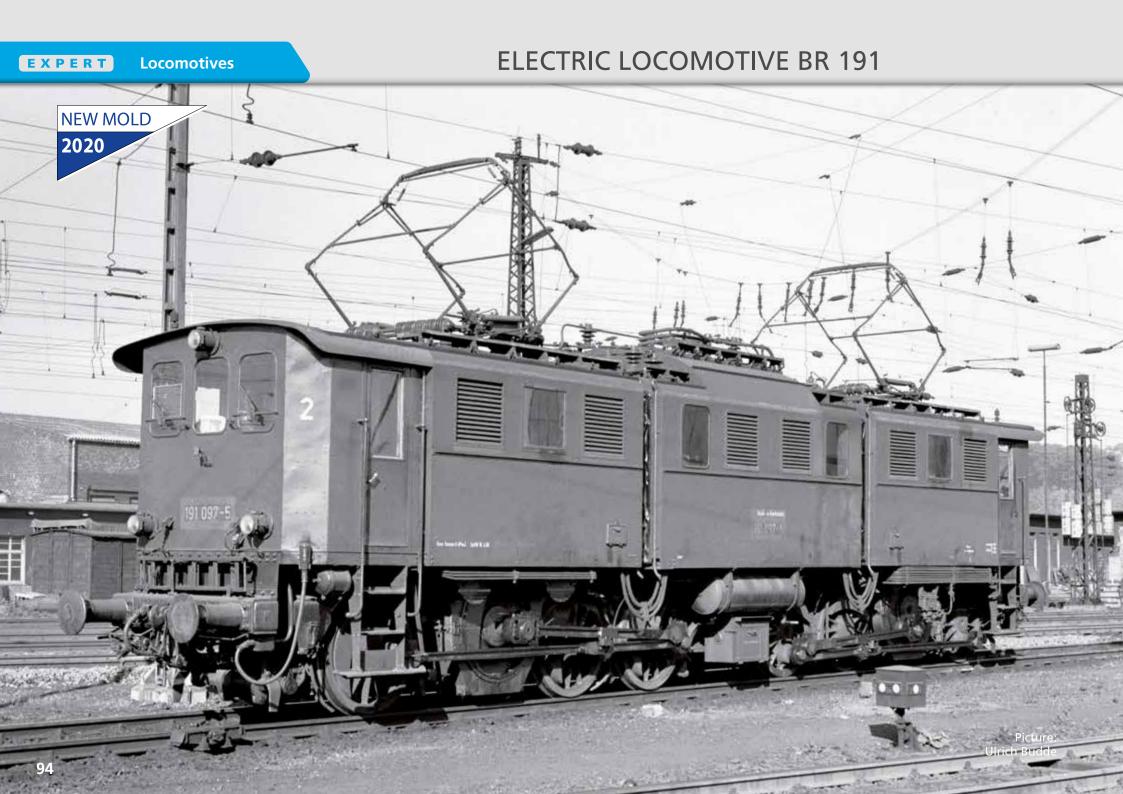






For all AC-BR 78:





# **ELECTRIC LOCOMOTIVE BR 191**



## **The Prototype:**

Some of the most historically prominent German electric locomotives were the heavy freight engines of the E 91 series. These immediately-recognizable locomotives were supplied to the DRG by Krauss and WASSEG from 1925 onwards. The articulated locos were comprised of two driven sections featuring Winterthur helical drive rods and a center section housing the transformer. Of the first 30 engines ordered, 16 were delivered to the Bavarian network, while the remaining 14 units went to the Silesian network. They were followed by four more units in 1927 that went to the Bavarian network. During the 1930s, some of the locomotives were re-assigned to Stuttgart and Ulm. After the Second World War, the E 91s remaining in the GDR were retired. The 17 engines remaining in West Germany were modernized by the DB which continued to use them as BR 191s until 1975.

### The Model:

Rod-driven electric locomotives are always a highlight on a model railroad layout. Their often archaic-looking exteriors and visible power transmissions spark fascination for the bygone days of railroading. PIKO has captured the aura of these old time electric engines and transferred it to HO scale. The all-new E 91 is a fusion of outstanding detail and excellent running characteristics. The highly detailed body is paired with an expert finish and crisp lettering and is garnished with delicate etched metal pantographs; making this locomotive a gem. A five-pole PIKO can motor along with two precision balanced flywheels ensure smooth operation even on rough track. The model features directional LED headlights and taillights, with additional lighting functions that can be accessed by installing a decoder in the PluX22 digital interface.

51540 Electric locomotive BR 191 DB IV
51541 ─ Electric locomotive BR 191 DB IV, incl. mfx-compatible decoder



# 56488 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all BR 191:







For all AC-BR 191:







# **ELECTRIC LOCOMOTIVE Rh 1044**





## The Prototype:

In the early 1970s, the ÖBB imported their first thyristor-controlled electric locomotives. The experience gained from these units led ÖBB to design their own thyristor-controlled locomotives. In 1976, locomotive builders SGP, BBC, ELIN, and Siemens delivered the new Class 1044 to the OBB. The new locomotives developed 7080 HP and could reach 160 km/h (99mph). After some teething problems, the new engines quickly became the face of the ÖBB. With a total of 217 units, the 1044 series was soon found throughout the entire electrified network of ÖBB. The 1044 frequently crossed the border into Germany hauling passenger and freight trains; sometimes as far as Hamburg. With the arrival of 1016, 1116, and 1216 "Taurus" class locomotives, the 1044s have been displaced from long-distance passenger service and are now mainly used for freight and regional trains.

### The Model:

The all-new PIKO 1044/1144 is the first truly authentic HO scale model of this Austrian locomotive. The instantly recognizable face of the old ÖBB workhorse has been captured perfectly in 1:87 scale, along with its sidewall fluting and porthole windows. The attention to detail is carried over to the highly detailed truck sideframes. PIKO's 1044/1144 runs as good as it looks: a five-pole PIKO can motor with dual balanced flywheels provides for excellent operation. Model railroaders using DCC will appreciate the modern PluX22 interface that allows for easy conversion to digital operation. Three-rail AC versions of the model are factory-equipped with mfx®-capable decoders. The model features directional LED lighting as well as other lighting and sound functions that are available with the installation of a decoder.

# 56492 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

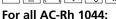
#### suitable accessories:

For all Rh 1044:









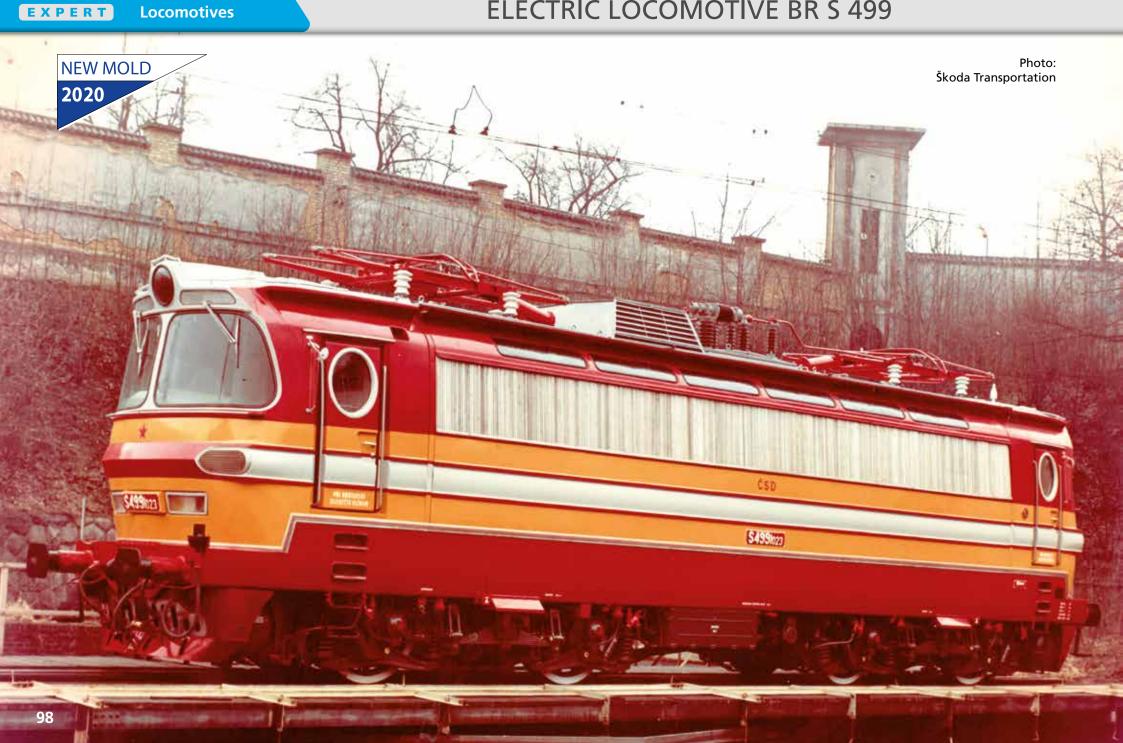


51620 Electric locomotive Rh 1044 ÖBB IV 51621 ≥ Electric locomotive Rh 1044 ÖBB IV, incl. mfx-compatible decoder



51622 Electric locomotive / Sound Rh 1044 ÖBB IV 51623 <sup>™</sup> Electric locomotive / Sound Rh 1044 ÖBB IV. incl. mfx-compatible sound decoder





# ELECTRIC LOCOMOTIVE BR S 499





## The Prototype:

Some of the most prominent electric locomotives in Europe are the Škoda Class 47Es, which were delivered to the Czechoslovakian State Railways in two different versions as the S 489 and S 499. Their unique appearance is typified by their rounded cabs and large windows. The locomotives' bodies are made entirely of fiberglass-reinforced plastic. Starting in 1968, a total of 145 copies of the S 499 were acquired by the ČSD. From 1988 onwards, the units rated with a capacity of 3,200 kW (4350 hp) were renumbered in the 240 series. Following the 1992 dissolution of Czechoslovakia, most of the locomotives remained in Slovakia with the ŽSR; which continues to use them for all types of trains. By contrast, the ČD engines can be found in freight traffic. At the beginning of the 2000s, three units were rebuilt by ČD into Class 340 multi-system locomotives and used in cross-border service to Austria.

### The Model:

For the first time, a major manufacturer is producing the eye-catching Škoda 47E "Laminátka" (Laminated) type locomotive as a ready-to-run HO model. The stylish lines of the 1:1 prototype have been scaled down to create an authentic 1:87 miniature. Its many interesting details such as the skylights in the engine room and the articulated lines of the carbody as well as the colorful livery and lettering have been tastefully reproduced on the model. The locomotive is powered by a five-pole PIKO can motor with dual flywheels. Directional LED headlights and taillights are standard, and the locomotive features a PluX22 interface for easy conversion to digital control. A generously dimensioned speaker makes room for the best possible sound.

51380 Electric locomotive BR S 499 ČSD IV 51381 ☐ Electric locomotive BR S 499 ČSD IV, incl. mfx-compatible decoder



51382 Electric locomotive / Sound BR S 499 ČSD IV 51383 ☐ Electric locomotive / Sound BR S 499 ČSD IV, incl. mfx-compatible sound decoder

# 56486 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all BR S 499:





For all AC-BR S 499:





# ELECTRIC LOCOMOTIVE ET21 PKP





## The Prototype:

In 1958 the Pafawag Locomotive Works in Wroclaw/Breslau began production of the first Polish electric freight locomotive. Two prototypes as well as the first 18 production engines underwent extensive testing, and the results were successful enough that no design changes were made to the following 70 copies. By 1971, a total of 658 units had been delivered. The locomotives, which were approved for a top speed of 100 km/h (62mph), were designed to carry a 2400 ton freight train on level track at 70 km/h (43 mph). The ET 21 has long been found on virtually all electrified lines in Poland. However, with growing numbers of the ET 22, the locomotives were increasingly relegated to the south of the country. The ET 21 was scheduled to be retired in 2002, but they lasted considerably longer and are still in use by private train companies.

### The Model:

A contemporary model of the PKP ET 21 will certainly warm the hearts of Polish model railroaders. The ET 21 freight locomotive represents a milestone in the transition from steam to diesel and electric in Poland. PIKO commemorates this important locomotive with an Expert HO scale replica that captures the essence of the original. The all-new model features a highly detailed body, etched metal fan grills, highly detailed truck sideframes, and etched metal pantographs with full roof detail. The outstanding appearance of the model is augmented by the prototypically-accurate paint scheme and razor-sharp lettering. A five-pole PIKO can motor with dual flywheels quarantees excellent performance on any layout. The ET 21 features a PluX22 interface for easy conversion to digital control and a generous speaker enclosure for installing sound. And, of course, the LED headlights and taillights change over depending on direction of travel.

51600 Electric locomotive ET21 PKP IV



51602 Electric locomotive / Sound ET21 PKP IV 51601 <sup>™</sup> Electric locomotive / Sound ET21 PKP IV, incl. mfx-compatible sound decoder

# 56489 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

### For all ET21:







For all AC-ET21:



# **ELECTRIC LOCOMOTIVE BR 103**

## **The Prototype:**

EXPERT

The Class 103 six-axle electric locomotives were considered the flagship of Deutsche Bundesbahn's heavy passenger train service for several decades. The first production locomotives were delivered with scissors pantographs, and in 1976, SBS65 single-arm pantographs were introduced. Later-production engines lost their front skirting and received buffers without streamlined casings. With their timelessly elegant design, these noble engines were the face of first-class passenger traffic, and garnered a cult following. In 1987, most of the Class received the new Oriental Red paint scheme along with a white "bib" under their windshields.

## The Model:

Fifty years after their introduction, the legendary Br 103 locomotives are still superstars of the German railroads, and they still draw lots of attention thanks to their timeless appearance. RailAdventure's 103 222-6 shows that even today, it has a lot of life left in it. Our H0 model is likewise impressive with its heavy die-cast metal chassis and finely detailed body, excellent finish, crisp lettering, and delicate metal pantographs. The five-pole can motor with dual flywheels ensures smooth running characteristics. The directional LED white/red lighting and cab lighting are activated by the PluX22 decoder. The model's PluX22 / NEM 658 digital interface allows for easy addition of sound and a large speaker.



51684 Electric locomotive BR 103 DB IV, 51685 ☐ Electric locomotive BR 103 DB IV, incl. mfx-compatible decoder

Photo shows actual size of model

# **ELECTRIC LOCOMOTIVE BR 103**





# 56450 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

## suitable accessories:

### All BR 103:



### For all AC-BR 103:



**≥** 51670 Electric Locomotive BR 103 DB IV

**224** ⊢ → Photo shows actual size of model



**▼** 51674 Electric Locomotive Sound BR 103 DB IV, without apron S 51675 ☐ Electric Locomotive Sound BR 103 DB IV, without apron, incl. mfx-compatible sound decoder





51676 Electric Locomotive BR 103 DB V 51677 ≥ Electric Locomotive BR 103 DB IV, incl. mfx-compatible decoder

Photo shows actual size of model

# **ELECTRIC LOCOMOTIVE BR 110**





51730 Electric Locomotive E 10 DB III 51731 ← Electric Locomotive E 10 DB III # 56449 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40) # 56401 PIKO SmartDecoder 4.1

PluX22 mfx (see page 40)

## suitable accessories:







Photo shows actual size of model

# **ELECTRIC LOCOMOTIVE BR 110**



TRI Train Rental GmbH are railcar rebuilders and railroad industry consultants. They are the operator of these attractive red, white, and blue passenger cars.



Matching locomotive for PIKO n-cars #57677 - #57679 is electric locomotive TRI Class 110. (see main H0-catalog 2020 page 270)



∑51736 Electric Locomotive BR 110 DB IV, blue-beige 51737 ≥ Electric Locomotive BR 110 DB IV, blue-beige



# **ELECTRIC LOCOMOTIVE BR 110.3**



## The prototype and the model:

In order to haul TEE trains at 160 km/h (99mph), DB rebuilt six E 10 electric locomotives. During their rebuilding, the locomotives' bodies were modified, and they received vertical bends on the front of each cab which led to them being nicknamed the "Crease" engines. The locomotives' new aerodynamic appearance was accented by frontal skirting and streamlined buffer housings. PIKO's HO model of the E 10 is an exact replica of the streamlined version featuring rain gutters, front skirts, buffer housings, cab handrails, and embossed DB logos. A PluX22 decoder controls the LED directional

headlighting and allows the operator to activate individual cab lighting. The model rides on a die-cast zinc frame and features a five-pole can motor with precisely balanced flywheels for excellent running characteristics. Two traction tires are arranged diagonally on the interior axles of both trucks, for greater pulling power. The E 10 is easily retrofitted with sound and speaker thanks to the factory-equipped PluX22 interface.

# 56471 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

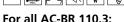
# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

### All BR 110.3:









51800 Electric Locomotive E 10 418 DB III



First time as an

H0 model!

**≥** 51807 **≥** Electric Locomotive BR 110.3 DB IV, low-mounted logo, incl. mfx-compatible decoder

Photo shows actual size of model

# **ELECTRIC LOCOMOTIVE BR 110.3**





EXPERT

51802 Electric Locomotive / Sound 110 509-7 DB AG V, traffic red 51803 🔁 Electric Locomotive / Sound 110 509-7 DB AG V, traffic red, incl. mfx-compatible sound decoder



51805 ☐ Electric Locomotive BR 112 DB IV, beige/red, with buffer covering and skirt



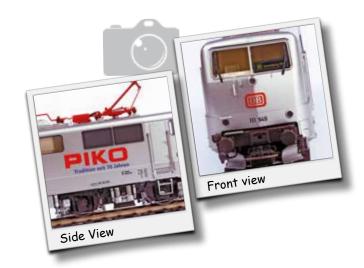
51808 Electric Locomotive BR 110.3 DB V, with bib **∑** 51809 **⊵** Electric Locomotive BR 110.3 DB V, with bib, incl. mfx-compatible decoder

Photo shows actual size of model





51851 ≥ Electric Locomotive BR 111 DB Ep. IV, silver, incl. mfx-compatible decoder



- # 56472 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All BR 111:



For all AC-BR 111:







51852 Electric locomotive BR 111 DB IV 51853 ☐ Electric locomotive BR 111 DB IV, incl. mfx-compatible decoder



### The Model:

PIKO's Expert Line Class 111 electric locomotive is an outstanding replica of the original Class 110. The model captures such prototype details as the headlights, windows, buffers, HEP receptacles, and engine room equipment. It features an excellent finish and lettering, separately-applied hand railings and windshield wipers, as well as delicate metal pantographs that sit atop separate insulators. All versions feature directional LED lighting and a PluX22 digital interface for easy conversion to DCC and Sound operation. On decoder-equipped models, the train destination boards can be illuminated, as well as cab lighting and engine room lighting. A proven five-pole PIKO can motor with dual flywheels ensures excellent running characteristics while twin traction tires on separate axles help grip the rails.





51842 Electric Locomotive Sound BR 111 DB AG V **∑** 51843 **¬** Electric Locomotive Sound BR 111 DB AG V, incl. mfx-compatible sound decoder



∑ 51846 Electric Locomotive BR 111 DB IV, oceanblue-beige 51847 Electric Locomotive BR 111 DB IV, oceanblue-beige, incl. mfx-compatible decoder



51840 Electric Locomotive BR 111 DB AG VI 51841 ≥ Electric Locomotive BR 111 DB AG VI



51844 Electric Locomotive BR 111 S-Bahn Rhein-Ruhr DB IV X 51845 ← Electric Locomotive BR 111 S-Bahn Rhein-Ruhr DB IV



S1849 Electric Locomotive BR 111 RailAdventure VI, incl. mfx-compatible decoder





≤ 51700 Electric Locomotive BR 112 DB AG VI
51701 

Electric Locomotive BR 112 DB AG VI

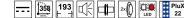
# 56458 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All BR 112:



#### For all AC-BR 112:





51709 ≥ Electric Locomotive BR 212 DR IV

### **The Prototype:**

EXPERT

In the mid-1930s the DRG began ordering new E 18 express locomotives for electrified lines in Germany. The E 18s delivered from 1935 onward were among the fastest electric locomotives of the Deutsche Reichsbahn and could reach a top speed of 150 km/h (93mph). In 1937, E 18-22 received a Grand Prix in Paris for its speed and power. Through 1939 a total of 53 engines were put into service. After the war, both German railroad administrations continued to use the remaining E 18s on their networks. In the Federal Republic, forty-one Class E 18s were listed on the roster due to repurchases from the GDR and the construction of new E 18s in the 1950s. Until the Standard Design electric locomotives started hitting the rails, the E 18s were the stars of the young DB. Beginning in 1957 they were bumped from express service into normal passenger train service. The mid-1970s saw the beginning of the withdrawal of these very successful locomotives from service. All E 18s (by then Br 118s) were withdrawn from the active service by 1984.

### **The Model:**

With its superbly detailed model of the iconic Br 118, PIKO has created a worthy replica of another historic German electric locomotive. Of note are the fine wheelsets, the accurate reproduction of the prototype's roof equipment, correct pantographs, and an exact reproduction of the cab faces. A PluX22 decoder controls the directional headlights and taillights and can be used to activate cab interior lights and engine room lighting. The model features a die-cast zinc frame for excellent running characteristics and good traction. The Br 118 is equipped for easy Sound decoder and speaker installation via the PluX22 interface on the circuit board.



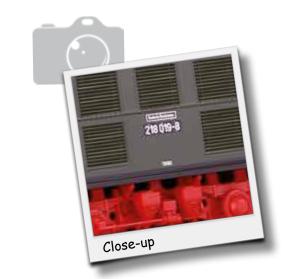
51868 Electric locomotive / Sound BR 118 DB IV, blau-beige

51869 Electric locomotive / Sound BR 118 DB IV, blau-beige, incl. mfx-compatible sound decoder



### The Model:

This precision replica of the Class 218 electric locomotive of the Deutsche Reichsbahn emphasizes PIKO's reputation as an expert model builder once again. The model Br 218 reflects all the important details of its prototype such as its headlights, windows, buffers, and metal pantographs. In addition, the model features excellent paint application and crisp lettering, digitally-activated cab and engine room lighting as well as LED head/tail lights that change with the direction of travel. Two large, precision-balanced flywheels and a powerful five-pole PIKO can motor provide excellent running characteristics. The model has a PluX22 digital interface that allows for easy decoder and sound installation using the largest possible speaker.



# 56422 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotokoll (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All E18:



#### For all AC-E18:



51863 <sup>™</sup> Electric locomotive BR 218 DR IV, <u>incl. mfx-compatible decoder</u>





matching cars: # 59660 / # 59661 / # 59662 (see page 263)



51326 Electric locomotive / Sound BR 120 DB AG V

51327 🔁 Electric locomotive / Sound BR 120 DB AG V, incl. mfx-compatible sound decoder

### **The Prototype:**

In the 1970s, the German Federal Railroads began developing a new four-axle universal locomotive which could be used for both fast freight trains and IC passenger trains. Between 1979 and 1980, the first 5 three-phase BR 120 electric locomotives were delivered to the DB in the TEE red/beige color scheme. One of the prototype locomotives, engine no. 120 005-4, was authorized to run at 200 km/h (124 mph). It had a deeper sloping cab face than it's BR 120 siblings and featured a rounded cab roof line and pilot skirtings. On August 13, 1980, sister engine no. 120 002 set a new world speed record for a three-phase locomotive at 231 km/h (143 mph). After four years of testing, sixty production BR 120 locomotives followed (numbers 120 101 to 160) wearing the Orient Red color

scheme. Thanks to its modern looks, the BR 120 helped shape the appearance of the Deutsche Bundesbahn in the 1980s. The mechanical components of the BR 120 were built by Henschel, Krauss-Maffei and Krupp, while the electrical components were supplied by AEG, BBC and SSW. The main tasks the BR 120s are used for are pulling heavy IC passenger trains as well as freight trains and regional passenger trains. Often, locomotives of the BR 120 series are used to haul DB's popular Interregio trains. Many times, the side panels of the BR 120 are used as billboards, with advertising graphics applied to them. After the year 2000, some BR120s were rebuilt for commuter train service, and were renumbered as BR 120.2.





#### The Model:

Finally, a model of the unique DB electric locomotive BR 120 005-4 is available in H0 scale! PIKO's impressive model features an exact reproduction of 120 005-4's uniquely-shaped cab along with its lowered front edge. The detailing continues with separately applied railings, highly detailed truck sideframes, and etched metal pantographs. The model features directional LED head/tail lights and other lighting functions that can be activated with a PluX22 decoder. A PIKO five-pole can motor with dual flywheels guarantees excellent operational qualities. Two traction tires are mounted on separate trucks for pulling long trains. The model is equipped with an NEM 658 digital socket that is ready for a PluX22 Sound decoder and generously-sized speaker. The AC model is factory-equipped with an mfx-suitable PluX22 decoder. Optional brake hoses are included for a display model.

# 56430 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all E-Locos BR 120:



For all AC-BR 120:



51320 Electric locomotive 120 005-4 DB IV, pre-production

51321 ≥ Electric locomotive 120 005-4 DB IV, pre-production, incl. mfx-compatible decoder

51322 Electric locomotive / Sound 120 005-4 DB IV, pre-production

51323 ← Electric locomotive / Sound 120 005-4 DB IV, pre-production, incl. mfx-compatible sound decoder

### The Model:

The PIKO version of the Phase I E 40 electric locomotive features a rain gutter, double headlights, separately applied hand railings, correct cab face, fan housings, side-mounted DB logos, and delicate metal pantographs. The cab lighting is digitally-activated as are the directional white/red LED headlights. A five-pole can motor with two large flywheels and 8-wheel electrical pick-up ensure excellent running characteristics. Two traction tires diagonally arranged on the interior axles of the two trucks as well as a die-cast zinc chassis provide for good traction. The model has a PluX22 digital interface and is configured for the easy addition of a sound decoder and large speaker.



51732 Electric Locomotive BR 140 DB IV 51733 ← Electric Locomotive BR 140 DB IV



51738 Electric Locomotive E 40 DB III, w drip molding and double lamps 51739 
☐ Electric Locomotive E 40 DB III, w drip molding and double lamps









1. Final

10. India

10. India

10. India

10. India

10. India

10. India

6. India

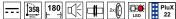
# 56445 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

the matching car set # 58388 can be found on page 257

#### All BR 141:



For all AC-BR 141:





**∑**51524 Electric locomotive BR 141 DB IV, green

**∑** 51525 **⊵** Electric locomotive BR 141 DB IV, green





51703 Electric Locomotive BR 243 DR IV



51706 Electric Locomotive BR 143 DB AG VI 51707 ☐ Electric Locomotive BR 143 DB AG VI

# 56458 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR 143:



#### For all AC-BR 143:





51710 Electric Locomotive BR 143 DB AG V, with bib 51711 ≥ Electric Locomotive BR 143 DB AG V, with bib, incl. mfx-compatible decoder





















59144 Electric Locomotive BR 146.2 Baden-Württemberg DB AG VI



**Solution** 59145 Electric Locomotive BR 146.2 Metronom VI 59045 ← Electric Locomotive BR 146.2 Metronom VI



## ELECTRIC LOCOMOTIVE BR 146.2





59149 Electric Locomotive BR 146.2 Triberg / Schwarzwaldbahn-Erlebnispfad DB AG VI



59547 Electric Locomotive BR 146.2 DB AG VI 59347 ≥ Electric Locomotive BR 146.2 DB AG VI

### PIKO Sound module for BR 146.2:

# 56193 sound decoder + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

### suitable accessories:

#### All BR 146.2:





59559 Electric Locomotive BR 146 520 InterConnex VI 59359 ☐ Electric Locomotive BR 146 520 InterConnex VI

EXPERT

## **ELECTRIC LOCOMOTIVE BR 147**



51580 Electric Locomotive BR 147 DB AG VI 51581 ─ Electric Locomotive BR 147 DB AG VI, incl. mfx-compatible decoder



- # 56428 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### All BR 147:



#### For all AC-BR 147:



### **Prototypical train composition:**





Photo shows pre-production model based on design study. Actual paint scheme may vary.





51650 Electric locomotive BR 150 DB IV

51651 ← Electric locomotive BR 150 DB IV, incl. mfx-compatible decoder



51652 Electric locomotive / Sound BR 150 DB IV

51653 ≥ Electric locomotive / Sound BR 150 DB IV, incl. mfx-compatible sound decoder

# 56449 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR 150:



For all AC-BR 150:



### **The Prototype:**

By 1954 plans were in-place for a Standard Design locomotive classified as E 50 that would be the largest, heaviest, and most powerful electric locomotive of the German Federal Railroads. In January 1957 the first two production engines were delivered. Initially equipped with Tatzlager traction motors and spoked wheelsets, from engine no. E 50 026 onwards all engines had rubber ring spring drives and closed wheelsets. By 1973 the Bundesbahn had acquired 194 locomotives. From engine no. E50 140, the E 50s were reclassified as BR 150. The BR 150s proved themselves reliable in heavy freight train service; particularly on mountainous lines. They were only matched by the BR 152 Paroli which was delivered from 1998 onwards. The BR 150s were used in helper service on the famous Geislinger Steige grade until 2003, when the last units of the BR 150 were retired by the DB AG.

### **The Model:**

The BR 150 electric locomotive is an example of PIKO's tradition of building models of proven designs of the Deutsche Bundesbahn. Due to its technical and historical significance, PIKO decided to create a highly-detailed HO model that follows the major design principles of our E 41. As is customary for PIKO, all class-specific features and exterior details are reproduced on the model. The proven 5-pole can motor with its dual flywheels and eight wheel power pickup ensure smooth running characteristics. Two traction tires placed diagonally on the two inner axles of the trucks along with the model's significant weight are responsible for the prototypical high tractive effort. The model follows PIKO standards and is among other things equipped with a PluX22 digital interface, white/red directional lighting, as well as close coupler mechanisms on both ends. A minimum 358 mm (14 in.) radius is recommended for running this model.

EXPERT

# **ELECTRIC LOCOMOTIVE BR 150**

### **Prototypical train composition:**





51648 Electric Locomotive E 50 DB III 51649 ← Electric Locomotive E 50 DB III





 # 56423 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All BR 151:



#### For all AC-BR 151:





51306 Electric locomotive BR 151 DB AG VI



51308 Electric locomotive / Sound BR 151 DB AG VI

51309 ≥ Electric locomotive / Sound BR 151 DB AG VI, incl. mfx-compatible sound decoder

### **The Model:**

A model of the first-ever Class 151 electric locomotive (BR 150-001) is now available in HO scale! The PIKO model of BR 151-001 replicates all the particular details of the early BR 151s including the functional start-up lamps that were mounted under the engineer's side of the cab, separately applied handrails, highly-detailed truck side-frames, a clear view through the engine room windows, and etched metal pantographs. The LED head/tail lights change depending on the direction of travel. Interior cab lights and engine room lighting are activated by the PluX22 decoder. Along with a heavy die-cast zinc chassis and two precision-balanced flywheels, the five-pole can motor delivers impressive running characteristics. The NEM 658-compliant PluX22 digital interface is designed for easy decoder and sound installation and the largest possible speaker. Separate brake hoses are included for display models.





51310 Electric locomotive BR 151 DB IV

51311 Electric locomotive BR 151 DB IV, incl. mfx-compatible decoder



51312 Electric locomotive / Sound BR 151 DB IV

📐 51313 🔁 Electric locomotive / Sound BR 151 DB IV, <u>incl. mfx-compatible sound decoder</u>





51302 Electric Locomotive BR 151 DB AG V, beige

**∑** 51303 **►** Electric Locomotive BR 151 DB AG V, beige, <u>incl. mfx-compatible decoder</u>

# 56423 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All BR 151:



For all AC-BR 151:





**≥ 51300 Electric Locomotive BR 151 DB IV, green** 



51826 Electric locomotive BR EP5 DRG II
51827 ─ Electric locomotive BR EP5 DRG II, incl. mfx-compatible decoder

### **The Prototype:**

In 1922, following a request from its Bavarian division, the Deutsche Reichsbahn Gesellschaft ordered a very powerful (for those times) electric locomotive from J.A. Maffei for express and passenger train service. The new class of locomotive originally received the Bavarian designation EP 5. In cooperation with AEG and Siemens, Maffei designed an especially heavy locomotive that had a 2'BB2' wheel arrangement in order to stay below the 20 ton axle load limit. The 35 locomotives that were delivered between 1924 and 1926 weighed 140 tons apiece and were the heaviest electric locomotives in Germany – a record that stands to this day. With a 2200 kW (2950 hp) rating and a top speed of 90 km/h (56 mph), the EP 5 proved itself a good performer, despite no test versions being built first. In 1926 the locomotives were renumbered by DRG as E 52 01 to E 52 35. Twenty-nine locomotives survived the second world war. The solid design of the E 52s motivated the Deutsche Bundesbahn to perform a major overhaul for all locomotives in 1956/57. Decommissioning began in 1969 and lasted until 1973. BR 152 034 served as a stationary heating locomotive (like 17 others) after it was taken out of service and is now on exhibit at the Nuremberg Railroad Museum. Renumbered back to EP 5 21 534, she serves as a reminder of the quality of classic Bavarian electric locomotive design.

### The Model:

PIKO's H0 replica of the E 52 cements its reputation as an expert model builder. The model reflects all the relevant details of the prototype E 52 such as its coupling rods, jack shafts, roof cabling, delicate metal pantographs, and an excellent paint finish with crisp lettering. Digitally activated cab and engine room lighting as well as directional LED head/tail lights are standard on the PIKO model. A powerful yet quiet five pole PIKO can motor with dual machined flywheels makes for superb running characteristics. Each PIKO E 52 is equipped with a PluX22 digital interface for easy decoder and sound installation with the largest possible speaker.



Factory-installed PIKO sound decoders for E 52 locos #51822 and #51823 support RailComPlus®, Motorola®, Selectrix® and M4 DCC data formats. The factory-installed speaker is specific to the E 52. The Sound decoder features typical electric locomotive sounds such as the main transformer, horns/whistles, brake squeal, and 29 other digital functions that are individually activated. Directional LED head/tail lights are standard on all models but with a decoder can be individually activated. Sound is also possible in analog mode but is restricted to basic engine sound.



51820 Electric Locomotive BR 152 DB IV
51821 № Electric Locomotive BR 152 DB IV, incl. mfx-compatible decoder

# 56474 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

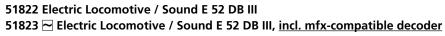
#### All BR 152:



For all AC-BR 152:









## **ELECTRIC LOCOMOTIVE BR 181.2**



cab console lighting!

51344 Electric locomotive BR 181.2 SAAR DB IV

51345 Electric locomotive BR 181.2 SAAR DB IV, incl. mfx-compatible decoder



51346 Electric locomotive / Sound BR 181.2 SAAR DB IV

51347 Electric locomotive / Sound BR 181.2 SAAR DB IV, incl. mfx-compatible sound decoder

### The Prototype:

In 1972 the German Federal Railroad ordered an upgraded dual-frequency version of the BR 181 electric locomotive for cross-border traffic into France and Luxembourg. The new locomotives were classified as BR 181.2. After their delivery in 1974/75 the 25 four-axle locomotives were used on international routes as power for 160 km/h (99mph) express trains, including the Orient Express. These dual-service locomotives were also used on freight trains as well as regional and Eurocity traffic. Over the course of time, the 181.2 wore DB's cobalt blue, ocean blue/beige, Oriental Red and Traffic Red paint schemes. A particularly striking feature of the 181.2 were the high-mounted intake grills that wrapped over the roof edges. Four engines designated as "European locomotives" received name plates reflecting their areas of operation: 181 211 "Lorraine", 181 212 "Luxembourg", 181 213 "Saar" and 181 214 "Mosel".

### The Model:

The 181.2 "Saar" is here! PIKO's model of this important multi-system locomotive displays all the relevant details of its prototype with the finest paint and lettering, raised nameplates, separately applied handrails, highly-detailed truck sideframes, separately applied roof insulators, and metal pantographs with different size contact shoes. LEDs are used for all lighting functions, and cab and engine room lighting as well as directional head/tail lights are activated with the PluX22 decoder. A powerful five-pole can motor with two precision-balanced flywheels drives all four axles, ensuring excellent operational performance. The PIKO model features two traction tires and a heavy diecast zinc frame for pulling long trains. The PIKO 181.2 comes equipped with a PluX22 digital interface designed for easy sound and speaker installation. The AC model is factory-equipped with an mfx-suitable PluX22 decoder. Optional brake hoses are included for a display model.

## ELECTRIC LOCOMOTIVE BR 181.2



# 56437 PIKO SmartDecoder 4.1 Sound

w loudspeaker (see page 39) # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40) # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

For all AC-BR 181.2:

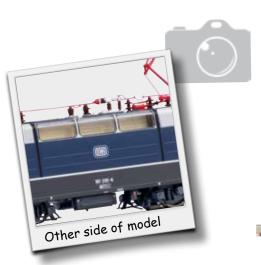


51348 Electric locomotive BR 181.2 DB AG VI

51349 ☐ Electric locomotive BR 181.2 DB AG VI, incl. mfx-compatible decoder

51350 Electric locomotive / Sound BR 181.2 DB AG VI

51351 🖻 Electric locomotive / Sound BR 181.2 DB AG VI, incl. mfx-compatible sound decoder





51340 Electric locomotive BR 181.2 DB IV

51341 Electric locomotive BR 181.2 DB IV, incl. mfx-compatible decoder



51342 Electric locomotive / Sound BR 181.2 DB IV

51343 Electric locomotive / Sound BR 181.2 DB IV, incl. mfx-compatible sound decoder

# **ELECTRIC LOCOMOTIVE BR 185.2**





**≥** 59040 **≥** Electric Locomotive BR 185.2 "PCT Altmann" VI

59155 Electric locomotive BR 482 Hamburg Rail Service VI 59055 <sup>™</sup> Electric locomotive BR 482 Hamburg Rail Service VI



**S** 59041 **E** Electric Locomotive BR 482 "INFRALEUNA" VI

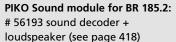


## **ELECTRIC LOCOMOTIVE BR 185.2**





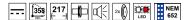




The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

#### All BR 185.2:



For all AC-BR 185.2:







59540 Electric Locomotive BR 185.2 DB AG VI



59349 ← Electric Locomotive BR 241 "HECTRORRAIL" VI



59558 Electric Locomotive BR 185.2 "Cargolink" VI



### Locomotives

# **ELECTRIC LOCOMOTIVE BR 186**





59953 Electric Locomotive BR 186 DB AG VI 59853 ← Electric Locomotive BR 186 DB AG VI



59955 Electric Locomotive BR 186 "FYRA" VI





matching cars: # 58806 / # 58807 (see page 338)



∑ 59153 Electric locomotive EU47 Koleje Mazowieckie VI





∑ 59956 Electric Locomotive BR 186 "CRS" VI
59856 
 Electric Locomotive BR 186 "CRS" VI



59858 🗠 Electric Locomotive BR 186 Alpha Trains VI

PIKO Sound module for BR 186 # 56193 sound decoder + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

### suitable accessories:

#### All BR 186:



For all AC-BR 186:





59860 ≥ Electric Locomotive BR 186 "FYRA" VI







59962 Electric Locomotive BR 186 002 NS VI 59862 ← Electric Locomotive BR 186 002 NS VI



59864 🔁 Electric Locomotive BR 486 "Alpinisti" BLS VI

EXPERT

## **ELECTRIC LOCOMOTIVE BR 186**



59865 ← Electric Locomotive E.483 "Mercitalia Rail" VI



∑ 59966 Electric locomotive BR 186 "VPS" VI 59866 Electric locomotive BR 186 "VPS" VI



∑ 59967 Electric locomotive BR 186 "Lokomotion" VI
 ∑ 59867 Electric locomotive BR 186 "Lokomotion" VI



∑ 59968 Electric Locomotive BR 386 "Regiojet" VI



Exclusive model - available only in Belgium



97757 Electric Locomotive 2843 "e-drivers" SNCB NMBS VI 97758 ∼ Electric Locomotive 2843 "e-drivers" SNCB NMBS VI

Exclusive model available only in Belgium



# 56445 PIKO SmartDecoder 4.1 Sound

w loudspeaker (see page 39) # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40) # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

suitable accessories:

For all AC-BR 187:

All BR 187:



51590 Electric locomotive E.494 "MERCITALIA" FS VI



51591 Electric locomotive / Sound E.494 "MERCITALIA" FS VI



In October 2018 the Stern & Hafferl Co. received a new Class 187 "Last Mile" electric locomotive in the company's own livery; replacing Railpool locomotive no. 187 315. The locomotive is mainly used by Rail Cargo Austria for unit trains between the Gmunden and Ebensee cement plants. The BR 187 is the first representative of the third generation of Traxx locomotives made by Bombardier and embodies the state-of-the-art electric locomotive for 15 kV/16.7 Hz and 25 kV 50 Hz systems. A unique feature of the new locomotive is the 180 kW (241 hp) auxiliary diesel engine which allows the locomotive to run over short, non-electrified sections of track at about 50 km/h (31 mph).



51584 Electric locomotive BR 187 Stern & Hafferl VI
51585 ─ Electric locomotive BR 187 Stern & Hafferl VI, incl. mfx-compatible decoder







51574 Electric Locomotive BR 187 WLE VI



51560 Electric Locomotive BR 187 BOMBARDIER VI

# 56445 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All BR 187:



For all AC-BR 187:



51578 Electric Locomotive BR 187 LTE "Lord of the Rails" VI 51579 🔁 Electric Locomotive BR 187 LTE "Lord of the Rails" VI







∑ 59083 Electric Locomotive Vectron BR 193 Locomotion VI, w 4 Pantographs



59184 Electric Locomotive Vectron BR 193 DB AG VI, w 4 Pantographs

S 59084 ← Electric Locomotive Vectron BR 193 DB AG VI, w 4 Pantographs







pantographs

For all AC-Electric loco Vectron:

Dec
Plux16



59590 Electric locomotive Vectron RTB VI, w 4 Pantographs
59390 
☐ Electric locomotive Vectron RTB VI, w 4 Pantographs, incl. mfx-compatible decoder

ERCITALIA RAIL

59090 ← Electric Locomotive Vectron FS Mercitalia Rail VI,

w 4 Pantographs



All models on pages 142/143 include wheel faces with bolt-pattern detail and new, highly detailed pantographs



**Exclusive model** - available only in Switzerland





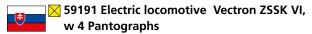




59192 Electric locomotive Vectron ELL Gysev Cargo VI 59092 Electric locomotive Vectron ELL Gysev Cargo VI, incl. mfx-compatible decoder









59197 Electric locomotive BR 193 Vectron ZSSK VI

- # 56444 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 40)

#### suitable accessories:

#### For Electric loco Vectron:



#### For all AC-Electric loco Vectron:





The locomotive side panels feature two distinct sets of graphics, like the prototype.



59180 Electric Locomotive Vectron BR 193 Transdev Sverige Snälltåget VI





∑ 59082 Electric Locomotive Vectron BR 383
 ČD Cargo VI, w 4 Panto



**≥** 59870 **≥** Electric Locomotive BR 193 Railpool VI





**≥** 59873 **≥** Electric Locomotive Vectron 193 boxXpress VI



59974 Electric Locomotive Vectron 193 ELL VI 59874 ← Electric Locomotive Vectron 193 ELL VI



**∑** 59981 Electric Locomotive Vectron 193 "MGW" VI

# **ELECTRIC LOCOMOTIVE BR 193 VECTRON**





59882 ☐ Electric Locomotive Vectron 193 "Captrain" VI, w 4 Pantographs



 ▼ 59979 Electric Locomotive Vectron 193 Easy Spares VI 59879 ≥ Electric Locomotive Vectron 193 Easy Spares VI



97724 Electric Locomotive Vectron BR 193 "SIEMENS 160" VI 97725 ← Electric Locomotive Vectron BR 193 "SIEMENS 160" VI

Exclusive model available only in Finland



59884 ≥ Electric Locomotive Vectron BR 193 PKP Cargo VI, w 4 Pantographs









# 56444 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

# 56402 PIKO SmartDecoder 4.1 PluX16 (see page 40)

#### suitable accessories:

For Electric loco Vectron:



For all AC-Electric loco Vectron:





97794 ≥ Electric Locomotive Vectron Hupac SBB CINT Nightpiercer VI

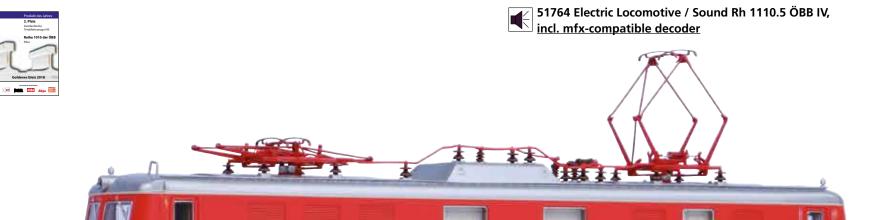
Exclusive model available only in Switzerland



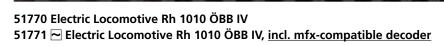
### **The Prototype:**

In the 1950's the ÖBB (Austrian Federal Railroads) rebuilt and electrified their most important main lines to handle 120 km/h (75mph) traffic. The need arose for a modern electric locomotive that could reach a maximum speed of 130 km/h (81mph) and achieve a 3000 kW (4023 hp) rating. The first BR 1010s were delivered in 1955 and were immediately put into express train service, where they proved themselves on the West line and the South line as well as on the Austrian Southern Railway and the Semmering line. By the end of 1956, 20 engines were in service. At first, they were the fastest electric locomotives in Austria, and quickly became the primary motive power for first class passenger trains. By the year 2000, the ÖBB still had 18 locomotives on its roster, and it was only in 2003 when the last ones were withdrawn from active service. Nine locomotives remained preserved today.





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# ELECTRIC LOCOMOTIVE Rh 1010 / 1110







51766 Electric Locomotive Rh 1110 ÖBB IV

#### # 56463 / # 56479

PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All BR 1010 / 1110:



For all AC-Rh 1010 / 1110:



51768 Electric Locomotive Rh 1010 ÖBB III, green with raised logo

🔀 51769 🗠 Electric Locomotive Rh 1010 ÖBB III, green with raised logo, incl. mfx-compatible decoder

# **ELECTRIC LOCOMOTIVE Rh 1041**



### **The Prototype:**

Following World War II, the Österreichischen Bundesbahnen began looking to replace steam locomotives with electric traction. This resulted, among other things, in the development of the Rh 1041 electric locomotive. Between 1951 and 1953, 25 examples of the Rh 1041 were constructed, with their electrical equipment coming from AEG, BBC, ELIN and SSW. The Bo'Bo' engines had a top speed of 90 km/h (56 mph) but were only approved for 80 km/h (50 mph). They weighed 83 tons and measured 15.32 meters (50 ft.) long. The units were initially stationed in Attnang-Puchheim, Selzthal, and Bischofshofen.



51886 Electric Locomotive Rh 1041 ÖBB IV

51887 ← Electric Locomotive Rh 1041 ÖBB IV, incl. mfx-compatible decoder



51888 Electric Locomotive / Sound Rh 1041 ÖBB IV

51889 🗠 Electric Locomotive / Sound Rh 1041 ÖBB IV, incl. mfx-compatible sound decoder

# **ELECTRIC LOCOMOTIVE Rh 1041**







**≥** 51881 **≥** Electric Locomotive Rh 1041 ÖBB IV,

incl. mfx-compatible decoder

singly used as switchers. By the end of 2003, all engines of the series were taken out of active service during a motive power upgrade at ÖBB. Some units are preserved as museum locomotives, including 1041.15, which was converted back to its original state as much as possible.

The Austrian Rh 1041s were primarily used for regional trains and freight service. In later years they were increa-

# 56420 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

### All Rh 1041:



#### For all AC-Rh 1041:



### **Prototypical train composition:**





51882 Electric Locomotive / Sound Rh 1041 ÖBB IV 51883 ≥ Electric Locomotive / Sound Rh 1041 ÖBB IV, incl. mfx-compatible sound decoder

**∑**51885 **ट** Electric Locomotive Rh 1041 ÖBB III, incl. mfx-compatible decoder

Locomotives

# **ELECTRIC LOCOMOTIVE Rh 1100 NS**



51364 Electric locomotive Rh 1100 NS III
51365 ← Electric locomotive Rh 1100 NS III,
incl. mfx-compatible decoder
51366 Electric locomotive / Sound Rh 1100 NS



51366 Electric locomotive / Sound Rh 1100 NS III 51367 ☐ Electric locomotive / Sound Rh 1100 NS III incl. mfx-compatible sound decoder



### **The Prototype:**

Extensive railroad electrification in the Netherlands following World War II prompted the NS to procure electric locomotives as soon as possible. In 1948 they ordered sixty new 1100-class locomotives based on the original design of the French BB 8100s. The first fifty NS locomotives (as well as the French locomotives) were built between 1948 and 1952 by Alstom in France. Ten more 1100s for the Dutch Railroads were delivered in 1956. Initially, the locomotives were given a turquoise finish, but since this paint scheme was susceptible to grime, the locomotives were re-painted in Prussian blue in the mid-1950s.

In the 1970s many 1100s were repainted in NS standard yellow-gray color scheme. Over time, all 1100s received cab noses to protect the crew in the event of a collision. By 1981 all existing fifty-eight locomotives had been upgraded. For several decades (depending on the model) these 83 ton, 130 km/h (80 mph) locomotives formed the backbone of electrified rail traffic in the Netherlands. They were only demoted in the 1980s by the new 1600 series electrics. The last 1100s were retired in 1999; with some being preserved in museums.

# **ELECTRIC LOCOMOTIVE Rh 1100 NS**







51360 Electric locomotive Rh 1100 NS IV

51361 ≥ Electric locomotive Rh 1100 NS IV, incl. mfx-compatible decoder



51362 Electric locomotive / Sound Rh 1100 NS IV

51363 ≥ Electric locomotive / Sound Rh 1100 NS IV, incl. mfx-compatible sound decoder

### The Model:

PIKO's Expert Line model of the Class 1100 of the Dutch State Railways (NS) features a prototypically-correct roof curvature and many intricate details like etched metal pantographs that sit atop separate insulators, hand-applied railings and steps, correct headlight housings, finely detailed truck sideframes with realistic spring packages, and faithfully-reproduced buffer beams. LEDs are used for all lighting functions including the directional head/tail lights as well as cab interior and engine room lighting that are activated by a PluX22 decoder. The heavy diecast zinc frame and five-pole can motor with dual flywheels ensure excellent traction and running characteristics. The model's circuit board is equipped with a PluX22 digital interface that allows for easy installation of a sound decoder and large speaker.

# 56436 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

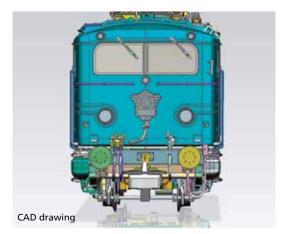
#### suitable accessories:

For all E-Locos Rh 1100:



For all AC-Rh 1100:





# **ELECTRIC LOCOMOTIVE Rh 1216**



Differing graphics printed on each side of the model, per the prototype.

Since June of 2008, the Polish State Railways (PKP) have been using ES64U4 electric locomotives made by Siemens. The PKP classifies these units as EU 44 Husarz (Husars). Currently, some EU 44s used in German/Polish cross border service display elaborate graphics commemorating the 100th anniversary of Polish Independence Day.



59918 Electric Locomotive Rh 1216 RailAdventure VI ≤ 59818 ← Electric Locomotive Rh 1216 RailAdventure VI, incl. mfx-compatible decoder



59917 Electric Locomotive Taurus / Husarz PKP IC VI



58131 Set Electric Locomotive Rh 1216 and 3 Railjet Passenger Cars ÖBB VI 58132 Set Electric Locomotive Rh 1216 and 3 Railjet Passenger Cars ÖBB VI



# **ELECTRIC LOCOMOTIVE Rh 1216**





59900 Electric Locomotive Rh 1216 234 ÖBB VI 59800 ← Electric Locomotive Rh 1216 234 ÖBB VI



≤ 59803 

Electric Locomotive Rh 1216 "WLB" VI

Figure 1. The second street with the

PIKO Sound module for Rh 1216: # 56196 PIKO Sound-Modul + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

### suitable accessories:

#### All Rh 1216:



For all AC-Rh 1216:





59916 Electric locomotive Rh E.190 Railjet VI 59816 ≥ Electric locomotive Rh E.190 Railjet VI



59910 Electric Locomotive BR 183 "Train of Ideas" VI







**≤** 59811 **≥** Electric Locomotive Rh 1216 955

"WLC ROLAND" VI

### **The Prototype:**

By the 1920s the Swiss Federal Railways needed more powerful electric locomotives to meet the increasing demands of rail transport. Following successful tests with the Buchli drive, the SBB ordered two prototype Ae 4/7s with four powered axles and three unpowered axles. While the mechanical parts were produced by SLM, the other components were made by Brown Boveri & Co. (BBC), Maschinenfabrik Oerlikon (MFO) and the Société anonym Atelier de Sécheron (SAAS). A total of 127 Ae 4/7s were delivered by 1934. At first, the Ae 4/7s were used for fast trains. After multiple unit control was installed, the engines were able to haul heavy freight trains. Non-MU engines mainly pulled regional trains and light freight trains. The success enjoyed by the Ae 4/7 turned it into one of the longest-lasting locomotive classes in Switzerland. The last runs of the SBB's Ae 4/7 took place in 1996. Many Ae 4/7s have been saved as museum pieces but none are operational.





97782 Set of 2 electric locomotives Ae 4/7 SAAS SBB IV

97784 Set of 2 electric locomotives / Sound Ae 4/7 SAAS SBB IV

97785 - Set of 2 electric locomotives / Sound Ae 4/7 SAAS SBB IV, incl. mfx-compatible sound decoder

# **ELECTRIC LOCOMOTIVE Ae 4/7**





### The Model:

In this highly detailed HO scale model of the Ae 4/7 electric locomotive, PIKO has created a worthy replica of the popular locomotive from Switzerland. The PIKO model captures all the relevant attributes of the prototype, which are highlighted by spoked wheelsets, the Buchli drive, accurate roof details, and delicate pantographs with separate insulators. The head lamps are separately applied as are the hand railings and grab irons. Directional LED lighting and cab interior lights are activated via the PluX22 decoder. The model is equipped with a diecast zinc frame and has a five pole can motor with dual flywheels for excellent running characteristics. Two traction tires assist in pulling heavy trains. A PluX22 digital interface allows for easy sound and speaker installation.

#### **EXCLUSIVE MODELS -**

all models on this double page only available in Switzerland



# 56467 MFO PIKO SmartDecoder 4.1 Sound w loudspeaker (ee page 39)

# 56478 BBC PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### For loco Ae 4/7:





#### For all AC-Ae 4/7:





51783 ← Electric Locomotive Ae 4/7 BBC 10913 SBB IV, incl. mfx-compatible decoder



51784 Electric Locomotive Sound Ae 4/7 BBC 10913 SBB IV

51785 ≥ Electric Locomotive Sound Ae 4/7 BBC 10913 SBB IV, incl. mfx-compatible sound decoder

# **ELECTRIC LOCOMOTIVE EU/EP 07 PKP**





96381 Electric locomotive EU07-364 PKP V

96380 Electric locomotive EU07-123 PKP IV

### The Model:

Our Expert model of the PKP EU/EP07 features many separately applied details like the handrails and grab irons, steps, horns, antennas, lamp housings, and etched metal pantographs. All lighting functions are by LEDs. The directional head/tail lights are standard and can also be activated by a PluX22 decoder, as can the cab interior lights. A heavy diecast zinc frame and five-pole can motor with twin precision-balanced flywheels ensure excellent running characteristics and good traction. The PluX22 digital interface allows for quick installation of a sound decoder and large speaker.



96375 Electric Locomotive EP 08-010 PR VI

# ELECTRIC LOCOMOTIVE EU/EP 07 PKP







96376 Electric locomotive EU07-327 Captrain VI



96377 Electric locomotive EU06-08 PKP V

- # 56452 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

### All PKP EU/EP 07:





# **ELECTRIC LOCOMOTIVE ET22 PKP**



### **The Prototype:**

Between 1969 and 1990 a total of 1183 PKP Class ET22 six-axle electric locomotives were built; making it the most numerous locomotive series in Poland and in all of Europe. With a 3120 kW (4184 hp) rating and a top speed of 125 km/h (78mph), these general purpose locomotives can pull freight trains weighing more than 3000t at 70 km/h (44 mph). They can haul 700 ton full passenger trains and reach their top speed with no problem at all. Starting with locomotive ET22-122, an improved design proved resilient to derailment and showed surprisingly low levels of vibration. The engines can be found almost everywhere on the electrified Polish rail network. The ET22's timeless exterior design is the reason for the locomotive's popularity in Poland. In 1975/76, twenty-three locomotives were exported. The ET22's excellent track record has justified repeated rebuildings and modifications that continue to this day.



96335 Electric locomotive ET22-1083 PKP V



96333 Electric Locomotive ET22-271 PKP V

# **ELECTRIC LOCOMOTIVE ET22 PKP**





### The Model:

In their H0 version of the PKP ET 22, PIKO once again offers an excellent model of an iconic Polish locomotive. The realistic PIKO model is the result of an advanced mold construction that eliminates unsightly mold separation lines and features correct reproduction of all the relevant details of the prototype. Highlights of the PIKO ET 22 are a professional finish and razorsharp lettering, delicate metal pantographs, correct headlight housings, directional LED head/tail lights, and cab interior lights

that are activated via a decoder. The model features a diecast zinc frame and a five-pole PIKO can motor with balanced dual flywheels that provide excellent operational performance. The uncluttered PluX22 digital interface allows for an easy installation of a sound decoder and large speaker. Modeler-applied brake hoses are included for display models.

- # 56469 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### For all ET22 PKP:





96332 Electric Locomotive ET22-357 PKP IV



EXPERT

Locomotives

# **ELECTRIC LOCOMOTIVE ET 41 PKP**





# 56452 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### For all ET41:













96379 Electric locomotive ET41-125 PKP V

### The Prototype:

From 1977 to 1980, the Cegielski Locomotive Works in Poznan supplied a total of 200 ET 41 electric double locomotives to the Polish State Railroads (PKP) for heavy freight train service. These high-performance locomotives were formed by combining two EU 07 locomotives together. The cabs at the semi-permanently coupled ends were removed and replaced with areas for ballasting to increase adhesion, and the frames were strengthened. The ET 41s are equipped with the same traction motors as the ET 22, so the ET 41s can reach a continuous 4000 kW (5364 HP) rating and a top speed of 125 km/h (78mph) – even while pulling heavy trains. The PKP's ET 41s are used for a broad range of applications. They have proven particularly successful on mountainous lines in southern Poland.

### The Model:

PIKO's ET 41 represents a robust, low-maintenance design; just like it's prototype. As a double locomotive, the PIKO model consists of a powered unit and an unpowered unit. Thanks to the powerful five-pole can motor with dual flywheels powering both trucks, the PIKO ET 41 has very balanced running characteristics. A heavy diecast zinc frame as well as traction tires located on the inside axles of the powered trucks ensure a good grip on the rail. The eight wheels of the non-powered unit also pick-up current and transmit it to the powered unit via current-conducting close couplers; making for very secure current collection. The model is equipped with a PluX22 digital interface for easy conversion to digital and sound operation. As a special feature, the switching light can be activated in digital mode, in accordance with PKP regulations.

# **ELECTRIC LOCOMOTIVE RH 28 SNCB NMBS**









#### **EXCLUSIVE MODELS -**

all models on this page are only available in Belgium

- # 56460 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All RH 2800:

For all AC-RH 2800:



96561 Electric Locomotive Rh 2803 SNCB/NMBS IV

96547 Electric Locomotive Rh 2802 SNCB/NMBS IV

96563 Electric Locomotive Rh 2803 SNCB/NMBS IV, incl. mfx-compatible decoder

96562 Electric Locomotive / Sound Rh 2803 SNCB/NMBS IV, incl. mfx-compatible sound decoder



# **ELECTRIC LOCOMOTIVE RH 28 SNCB NMBS**



### **The Prototype:**

The Class 28 of the SNCB was built in 1949 as a test model for the Belgian railroad industry. Only three copies were made by ACEC Charleroi and SEM. The 84-ton engines were rated at 1,985 kW (2662 HP) and could reach a maximum speed of 130 km/h (81 mph). The original designation of Class 120 was changed in 1971 to Class 20. From 1976 onwards, they were re-classified as Class 28. From 1990 onwards, the locomotives served mainly as reserve engines or as switchers in the Brussels region. Engine 2803 was scrapped in 1995, and engine 2802 was scrapped in 2004. Engine 2801 was retained as a museum locomotive for the SNCB.





96564 Electric locomotive Rh 2802 SNCB/NMBS V 96565 
☐ Electric locomotive Rh 2802 SNCB/NMBS V, incl. mfx-compatible decoder

# **ELECTRIC LOCOMOTIVE RH 28 SNCB NMBS**









**EXCLUSIVE MODELS -**

all models on this double page are only available in Belgium

# 56460 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

### suitable accessories:

#### All RH 2800:



For all AC-RH 2800:



96540 Electric locomotive Rh 2800 SNCB/NMBS III

96541 Electric locomotive Rh 2800 SNCB/NMBS III, incl. mfx-compatible decoder



96542 Electric locomotive / Sound Rh 2800 SNCB/NMBS III 96546 Electric locomotive / Sound Rh 2800 SNCB/NMBS III, incl. mfx-compatible sound decoder



96543 Electric locomotive Rh 20 SNCB/NMBS IV 96544 Electric locomotive Rh 20 SNCB/NMBS IV, incl. mfx-compatible decoder



96545 Electric locomotive / Sound Rh 20 SNCB/NMBS IV, incl. mfx-compatible sound decoder



96555 Electric locomotive Rh 2802 SNCB/NMBS IV 96557 Electric locomotive Rh 2802 SNCB/NMBS IV, incl. mfx-compatible decoder

96556 Electric locomotive / Sound Rh 2802 SNCB/NMBS IV, incl. mfx-compatible sound decoder



96551 Electric locomotive Typ 120.001 SNCB/NMBS III 96553 ≥ Electric locomotive Typ 120.001 SNCB/NMBS III, incl. mfx-compatible decoder



96552 Electric locomotive / Sound Typ 120.001 SNCB/NMBS III 96554 Electric locomotive / Sound Typ 120.001 SNCB/NMBS III, incl. mfx-compatible sound decoder

# **ELECTRIC LOCOMOTIVE Re 4/4 I SBB**

**EXCLUSIVE MODELS** - all models on this double page are only available in Switzerland



96870 Electric locomotive Re 4/4 1. Serie 10018 SBB IV, red



96872 Electric locomotive / Sound Re 4/4 1. Serie 10018 SBB IV, red

96873 ← Electric locomotive / Sound Re 4/4 1.Serie 10018 SBB IV, red, incl. mfx-compatible sound decoder

### **The Prototype:**

The Class 553 and 554 Autorails Brossel were to the SNCB what the VT 95 and VT 98 Railbuses were to the DB. Beginning in 1941, the Belgian firm Brossel started production of the Class 553 railbus. After the war, the SNCB needed more railbuses, and the 553 design was revised to become the Class 554. Brossel built both series of the Autorail at the Ragheno Workshops in Mechelen. Both series utilized eight-cylinder in-line engines which were later replaced by General Motors engines. The Class 553 rated a top speed of 66 km/h (41mph) while the Class 554 could reach 80 km/h (50 mph). During the 1970s, the Class 553 was renumbered to Class 49 and the Class 554 renumbered to Class 46. Several copies of both classes are preserved in Belgian railroad museums.

# **ELECTRIC LOCOMOTIVE Re 4/4 I SBB**







96874 Electric locomotive Re 4/4 I 10042 SBB IV, green



96875 Electric locomotive / Sound Re 4/4 I 10042 SBB IV, green

96876 ← Electric locomotive / Sound Re 4/4 I 10042 SBB IV, green, incl. mfx-compatible sound decoder

### The Model:

PIKO's all-new models of the Autorail Brossel are delightful little gems. Their short wheelbases and two-axle trucks will catch the eye of any model railroader. The differences between the Class 553 and 554 were significant: the PIKO design team had a significant task engineering both models to be as true-to-prototype as possible. Their highly detailed car bodies, underframes, and trucks endow the models with outstanding visual appearance. The elaborate roof detailing on both the 553 and 554 is like icing on the cake! Both models are powered by a reliable PIKO can motor with dimensions small enough to allow for a clear view through the models' windows. Two axles on each model are driven, and power is drawn from all eight wheels. Both models feature PluX22 interfaces for easy conversion to digital operation.

# 56485 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all Re 4/4 I:



For all AC-Re 4/4 I:



Re 4/4 I SBB

# **ELECTRIC LOCOMOTIVE BB 8100 SNCF**





### **EXCLUSIVE MODELS -**

all models on this double page are only available in France

### **The Prototype:**

Beginning with the 1923 electrification of the Paris-Lyon mainline, the French railways needed more electric locomotives. In the second half of the 1940s the SNCF decided to order new four-axle locomotives for their DC network. Between 1947 and 1955, Alsthom, Jeumont-Schneider, and Maschinenfabrik Oerlikon delivered a total of 172 class BB 8100 electric locomotives to SNCF. The design was based on the pre-war BB 300 series, which rode atop 2 two-axle trucks. The locomotives proved themselves to be reliable engines and were used for nearly fifty years throughout the French DC network. A dozen units were rebuilt as switch engines for the greater Paris area. The majority of the BB 81000s were retired by the early 2000's, with three units lasting in service until 2011.

# **ELECTRIC LOCOMOTIVE BB 8100 SNCF**







51372 Electric locomotive BB 8100 SNCF III



51373 Electric locomotive / Sound BB 8100 SNCF III

### The Model:

It's often said that model railroaders prefer rare locomotives. Yet, the image of a certain railroad era is usually dominated by a common locomotive. Such is the case with the BB 8100 of the SNCF. The almost timid-looking engine is the subject of a brand new model from PIKO. The essence of the locomotive has been captured in model form by reproducing features like the cleverly designed truck-mounted buffer beams. The fine art of mold making has bestowed the HO scale BB 8100 with highly detailed, in-depth truck sideframes. A five-pole can motor with flywheels powers all four axles; ensuring good traction and excellent running characteristics. The BB 8100 features directional LED lighting and a PluX22 digital interface for easy decoder and sound installation.

# 56436 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### For all BB 8100:













**EXCLUSIVE MODELS -**

all models on this double page are only available in France



96582 Electric locomotive/ Sound CC 6051 SNCF III

### The Prototype:

Between 1955 and 1958, the SNCF ordered a total of nine CC 25000 electric locomotives in three lots. They were among the first French-built locomotives to be used on the 25 kV AC network. Because they had little experience with AC traction, and, due to tests with the experimental CC 6051 on the 20 kV AC Höllentalbahn, SNCF gave the order for the electrical components to Maschinenfabrik Oerlikon. The mechanical components, however, were built in France by Sociétés Batignolles-Châtillon in Nantes. The elegant engines were based in part on the Swiss Ae 6/6 and were used in the mountainous Savoie region; particularly on the Aixles-Bains-La Roche-sur-Foron and Annemasse-Saint-Gervais routes. The last active unit, CC 25008, was retired in 1979. CC 25001 has been preserved as a museum locomotive.

# **ELECTRIC LOCOMOTIVE CC 25000 SNCF**







96583 Electric locomotive CC 25005 SNCF IV



96584 Electric locomotive / Sound CC 25005 SNCF IV

### The Model:

Creating a model that is as visually attractive as a beautiful prototype is more difficult than building a model that is based on functionality. Reproducing graceful sheet metal curves in miniature is one of the fine arts of modelmaking. PIKO designers were faced with this challenge when they undertook to build an HO model of the SNCF CC 25000 electric locomotive. Their effort has resulted in a 1:87 scale jewel featuring fine detail and delicate etched metal pantographs. A powerful five-pole PIKO can motor with flywheels drives four axles of the model, which draws power from all twelve wheels. The model features a PluX22 interface and extensive LED lighting functions such as directional headlights, and cab lights that are activated by the addition of a decoder.

# 56490 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### For all CC 25000:





For all AC-CC 25000:





### PIKO SHOP SYSTEM RETAILERS

# **EXCLUSIVE FOR PIKO SHOP SYSTEM RETAILERS**

Since 2005, engine no. 120 160-7 has been used by DB for internal purposes. She received an eye-catching golden yellow paint scheme from DB Netz (Maintenance of Way). To distinguish 120 160-7 from other Br 120s, she also received number 120 502, and still retains 91 80 6120 160-7 as her national vehicle registration number.

**INFO** 







51329 Electric locomotive / Sound BR 120 120 Systemtechnik DB AG VI 51330 Electric locomotive / Sound BR 120 120 Systemtechnik DB AG VI, incl. mfx-compatible sound decoder



#### For BR 120:















#### suitable accessories:

- # 56430 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39) /
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40) /
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)





59647 Maintenence-of-Way Sonic Rail Testing Car VI



Since 2005, engine no. 120 160-7 has been used by DB AG for internal purposes. She received an eye-catching golden yellow paint scheme from DB Netz (Maintenance of Way). To distinguish 120 160-7 from other BR 120s, she also received number 120 502, and still retains 91 80 6120 160-7 as her national vehicle registration number.

# **EXCLUSIVE FOR PIKO SHOP SYSTEM RETAILERS**



Railfans have grown particularly fond of the motive power of the Lokomotion train operating company, whose distinct paint scheme has garnered the nickname "Zebra." The scheme is particularly well-suited to the Class 151 electric locomotives, which were acquired from DB.

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### INFO



51900 Electric locomotive BR 151 Lokomotion VI



suitable accessories:# 56423 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39) /

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40) /

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)



For AC-BR 151:



**DIESEL LOCOMOTIVE BR 216** EXPERT Locomotives Photo: NEW MOLD Ulrich Budde 2020 216 010-9

# DIESEL LOCOMOTIVE BR 216



### The Prototype:

The transition from steam to diesel and electric on the German Federal Railroads necessitated a single-engine large diesel locomotive for medium duty service. Beginning in 1960, ten prototypes emerged; of which nine differed significantly from the production models. Starting in 1964, Henschel, KHD, Krauss-Maffei, Krupp, and MaK began production of 214 locomotives, whose MTU engines produced 1400 kW (1877hp). With a top speed of 120 km/h (75 mph), the locomotives were ideal for use with Eilzug (fast trains that stopped at every station) trains and passenger trains. At the same time, their high tractive effort made them suitable for freight service. As the original 216s only had steam heaters, they were displaced from Eilzug service in the 1990s by the Class 218. It was also cheaper to operate railcars where available. The last BR 216s were retired by DB in 2004.

### The Model:

In the 1960s and 70s, the V 160 / Class 216 was utilized by the DB for Eilzug trains on non-electrified routes. PIKO's all-new model along with its variants not only close a gap in the PIKO range but will also be right at home on any era III - V model railroad layout. Our design team has reproduced the distinctive styling of the prototype in outstanding detail while at the same time achieving ideal running characteristics. These attributes are highlighted by perfect body detailing and accurate paint and lettering consistent down to the smallest label. Modern LED technology serves as the basis for the directional headlights and taillights as well as other lighting functions that are available by installing a digital decoder in the PluX22 interface. AC models for 3-rail layouts have a factory-installed decoder that can be used with the mfx digital protocol. Optional prototypical pilots are supplied with the locomotive for display models.

# 56487 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all BR 216:





For AC-BR 216:



52400 Diesel locomotive BR 216 DB IV 52401 <sup>™</sup> Diesel locomotive BR 216 DB IV, incl. mfx-compatible decoder



52402 Diesel locomotive / Sound BR 216 DB IV 52403 Diesel locomotive / Sound BR 216 DB IV, incl. mfx-compatible sound decoder



# **DIESEL LOCOMOTIVE BR 107**



### **The Prototype:**

During the second half of the 1950's, the Deutsche Reichsbahn realized they needed a replacement for the aging Class 80 steam locomotives. As the GDR's locomotive industry was busy developing the V 60, the DR ordered 20 tried-and-proven T 435.0 locomotives from Czechoslovakia. The new units were built by KD in Prague and featured a low-speed 750 horsepower diesel engine with DC power transmission. They were designated V 75 and were used mainly as switchers around the Leipzig area. Later the units were re-classified as BR 107s and assigned to Eilenburg where they worked until retirement in 1984. Two of the former DR engines were subsequently bought by the Karsdorf cement works and were joined by more locomotives from the Czech Republic. The last existing V 75 of the DR has been restored and today bears the number 018.



# **DIESEL LOCOMOTIVE BR 107**





52420 Diesel locomotive BR 107 DR IV

52421 ☐ Diesel locomotive BR 107 DR IV, incl. mfx-compatible decoder



52422 Diesel locomotive / Sound BR 107 DR IV

52423 Diesel locomotive / Sound BR 107 DR IV, incl. mfx-compatible sound decoder

### The Model:

The all-new V 75 fulfills the wishes of many model railroaders for a modern switch engine in H0. PIKO's excellent model is visually appealing and technically advanced. The outstanding overall appearance is highlighted by a well-detailed body and first-class paint and lettering. As is the case with Expert locomotives, the V 75 includes a PluX22 interface for easy conversion to digital operation. For those wanting to add sound to their V 75, a recess is provided that accommodates the largest possible speaker. The V 75 features directional LED headlights and taillights as well as a powerful motor with dual flywheels that ensure smooth operation.

# 56483 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all BR 107:





For AC-BR 107:



BR 107



52440 Diesel locomotive BR D.141.1019 FS IV



52442 Diesel locomotive / Sound D.141.1019 FS IV

52443 ☐ Diesel locomotive / Sound D.141.1019 FS IV, incl. mfx-compatible sound decoder

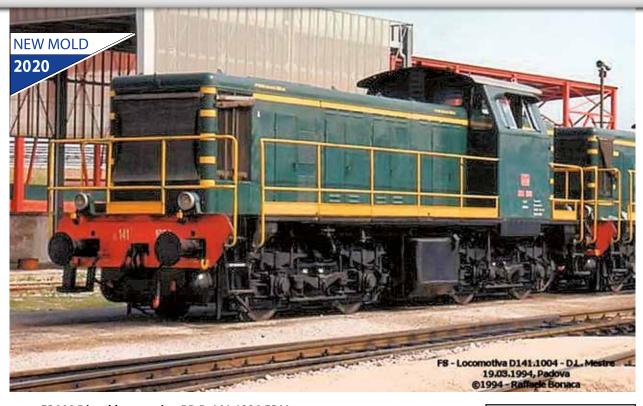
## **The Prototype:**

Starting in 1962, under the direction of Fiat Grandi Motori, various Italian manufacturers built a total of twenty-nine new diesel-electric locomotives for the FS. The heart of these new locomotives was a Daimler-Benz diesel engine produced under license by Fiat, which had an output just under 600 HP. The new units were assigned to the depots of Venice, Verona, Genoa, and Trieste. While the locomotives in Genoa and Trieste were mainly used as switchers, the units assigned to Venice and Verona also hauled light freight and passenger trains. In the mid-1970's they were bumped from mainline service by the more powerful D.345s. By the turn of the millennium, the D.141s were used only as switch engines. With the subsequent decline in single freight car traffic, fewer switchers have been needed, so the D.141 are progressively being retired.

# **DIESEL LOCOMOTIVE BR D.141**







52444 Diesel locomotive BR D.141.1004 FS V



52445 Diesel locomotive / Sound D.141.1004 FS V

all models on this page are only available in Italy

**EXCLUSIVE MODEL -**

# 56491 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all D.141:



For all AC-D.141:



The Model:

Following the introduction of our H0 model of the D.145, we now present to you another popular Italian switch engine: the somewhat older D.141. Our D.141 is meticulously reproduced in 1:87 scale and is sure to be an eye-catcher on any H0 layout. The model displays excellent body detail and an accurate paint scheme with crisp lettering. The directional LED headlights and taillights are augmented by further lighting functions accessible by installing a decoder in the user-friendly PluX22 digital interface. The AC version of the D.141 for use on 3-rail track is factory-equipped with an mfx-compatible decoder. Optional prototypical pilots are included for display models.

D. 141

ES



### The Model:

Sonneberg has a new attraction: Since 2017, a former V23 of the DR has adorned the traffic circle in front of the PIKO company premises; now called the PIKO roundabout. The PIKO model of the V23 is a multipurpose locomotive which is suitable for switching or branch line service and should be a part of every model train collection. While the actual PIKO V23 sits in the middle of a traffic circle as a non-operational display, the PIKO H0 scale V23 is a functioning model known for its excellent slow speed running and can be used on a model railroad as an industrial switcher. The V23's powerful motor has a precision balanced flywheel, and its frame and gearbox are made of diecast zinc. The robust little model grips the rail well, while presenting a detailed appearance. The V23 features NEM coupler sockets and directional white/red LED lighting along with a PluX22 digital interface for installing a decoder and sound.





52550 Diesel Locomotive V 23 "PIKO Kreisel"-Lok

# DIESEL LOCOMOTIVE V 23 / BR 101 / BR 102.0





52542 Diesel Locomotive V 23 DR III 52543 ≥ Diesel Locomotive V 23 DR III



52540 Diesel Locomotive BR 101 DR IV 52541 ☐ Diesel Locomotive BR 101 DR IV

- # 56451 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR 101 / V23:



For all AC-BR 101 / V23:









52544 Diesel Locomotive / Sound BR 102 DR IV 52545 Diesel Locomotive / Sound BR 102 DR IV, incl. mfx-compatible sound decoder

# **DIESEL LOCOMOTIVE BR 102.1**

### **The Prototype:**

The Class 102.1 (BR 312) two-axle diesel-hydraulic locomotives were based on the V 23.0 (BR 102.0) as they appeared at the end of the 1960s. The DR stipulated that further production models of the BR 102 be modified to new standards, and from these units a new locomotive class emerged. As the drive system was taken from the BR 102.0, the new locomotives were designated the BR 102.1, even though they differed externally from their predecessor. The new engines were about one meter longer than the BR 102.0 and reflected a more modern appearance. In 1970/71, one-hundred fifty-seven units were built. The speedy little engines guickly proved themselves in switching and branch lines service thanks in part to their 220 HP rating. The BR 102.1s were originally painted yellow and were nicknamed "mailboxes" or "garden houses." Following the creation of the DB-AG, some BR 312s of the DB AG were repainted red, and served until the end of 2001.











# DIESEL LOCOMOTIVE BR 102.1



#### The Model:

In our design of the PIKO BR 102.1, we were guided by the requests of many model railroaders for a contemporary, welldetailed, and smooth running HO scale BR 102.1 that could be upgraded with the most modern digital technology. So, as an Expert model, the PIKO BR 312 received a can motor with a precision-balanced flywheel and directional LED head/tail lights. Each model comes with a PluX22 interface that allows for easy conversion to digital and sound operation and provides the modeler the option of activating the cab interior lighting during nighttime running sessions. Separately applied metal hand railings and windshield wipers round-out the sophisticated appearance of the PIKO BR 102.1.



52636 Diesel Locomotive BR 102.1 DR IV in DR sand yellow color scheme

- # 56462 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR 102:

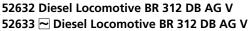


For all AC-BR 102:

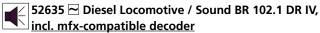


















**∑** 59425 Diesel Locomotive V 60.2 "Uwe Adam" VI



59435 Diesel locomotive 6004 ACTS VI
59235 

Diesel locomotive 6004 ACTS VI, incl. mfx-compatible decoder

Photo shows actual size of the model

Front view



#### The Prototype:

During the 1960s, the DR decided to modify the design of the V 6010 diesel switcher to correct several shortcomings on an otherwise solid locomotive. The new V 6012 differed from the V 6010 in several ways: First, the width of the engineer's cab now extended out to the sides of the unit's frame. Second, the cab roof was extended out to both the front and the rear to provide better protection from the sun and rain. Third, the side windows were equipped with rain shields. Fourth, the front hood was revised to include three double access doors while the rear hood received two double doors. Finally, the top headlights were relocated from the cab to the fronts of both hoods. Up until 1969, the DR received four-hundred and ten V 6012s, which were reclassified as 106.2-9 beginning on June 1, 1970. Due to there being no more serial

numbers for the BR 106 after engine no. 106 999 (1975), newlybuilt locomotives were classified as BR 105. Procurement ended in December 1982 with engine no. 105 165. As a hardworking and reliable locomotive, the V 60 ran on numerous industrial railroads and proved itself successful with export sales to Egypt, Algeria, Bulgaria, Greece, Italy, Yugoslavia, Austria, Romania, and Czechoslovakia. In the early 1990s, eighty DR locomotives were rebuilt with new diesel engines. While these units were designated BR 344 under the 1992 introduction of uniform serial numbers, the BR 105 and BR 106 received BR 345 and BR 346 classifications. Over the course of years, there was almost no railyard on the DR which did not have at least one V 60.

PIKO Sound module for BR 106: # 56320 PIKO Sound-Modul + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

#### All BR 106:













59428 Diesel Locomotive BR 106.0-1 DR IV 59228 Diesel Locomotive BR 106.0-1 DR IV



59429 Diesel Locomotive BR 106.2 DR IV 59229 ☐ Diesel Locomotive BR 106.2 DR IV



59433 Diesel Locomotive BR 106 ČD IV



S2742 Diesel Locomotive / Sound TGK 2 IV

52743 
☐ Diesel Locomotive / Sound TGK 2 IV, incl. mfx-compatible sound decoder

Photo shows actual size of the model



52746 Diesel locomotive TGK 2 - T203 VI

# DIESEL LOCOMOTIVE TGK 2

TGK 2



#### The Model:

PIKO's new model of the TGK2 is an exact 1:87 replica of the original. The tiny locomotive features excellent slow speed performance; making it perfect for industrial switching. The well-detailed, robust little engine has sufficient traction for trains of a realistic length thanks to it's diecast zinc frame and can motor with flywheel. Silky-soft switching movements over dead spots are no problem for the TGK2 thanks to its keep-alive circuit. The TGK2 features an unobstructed view through the cab, separately applied handrails, and directional white/ red LED lighting as well as cab interior lighting and other functions available by adding a decoder to the model's PluX22 digital interface. The AC model is equipped with a PluX22 decoder suitable for mfx-based DCC systems. Modeler-applied brake hoses are included for display models.

> **Prototypical train** composition:

> > Kkm3230

TM5605

# 56421 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all TGK 2:



For all AC-TGK 2:











# DIESEL LOCOMOTIVE BR 118 GFK

#### The Model:

PIKO's revised model of DR 118 131-2 with its multi-part front windows is an accurate reproduction of the distinctive V 180 with GfP cabs. The prototype 118 131-2 was a reliable and lowmaintenance design; just like the PIKO model of the DR V 180. A five-pole can motor and dual flywheels drive both trucks and give the model its smooth running characteristics.

The trucks' two inner axles are equipped with traction tires for greater pulling effort. All other PIKO Expert line features are standard on the model..



52570 Diesel Locomotive 118 131-2 GFK V, 4-Axle



52572 Diesel Locomotive / Sound V 200 117 GFK DR III, 4-Axle

- # 56454 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### All BR 118 GFK:



#### All AC-BR 118 GFK:







52576 Diesel Locomotive V200 GFK DR III, 6-axle, blue **∑** 52577 **ट** Diesel Locomotive V200 GFK DR III, 6-axle, blue



#### **The Model:**

Our completely revised HO model of the V 180 is now an accurate scale replica of the DR's V 180 diesel locomotive. We are offering it in all versions and color schemes known to exist. The nicely detailed model features engraved fan grills, intake screens, doorknobs, and hand railings.

The can motor with dual flywheels powers the four-axle and six-axle

trucks on both versions. Both styles of trucks have traction tires on the inside axles of each truck, which assist in the smooth running and good traction of the model. Each PIKO V 180 features directional white/red LED lighting and is equipped with a digital interface for easy conversion to DCC and Sound operation.

# 56457 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39) The sound module must be

connected directly to the
PIKO SmartDecoder 4.1 # 56403.



#### All BR 118:



suitable accessories:

For all AC-BR 118:





59564 Diesel Locomotive BR 118.5 DR IV



59570 Diesel Locomotive V 180 DR III, 4-Axle



59586 Diesel Locomotive WAB 24 V, 6-Axle

**Note:** For older models such as # 59586 with a small speaker compartment, the following applies:

# 56197 PIKO Sound- Module w Loudspeaker (see page 418) / The PIKO Sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories for # 59586:

# 56197 PIKO Sound- Module w Loudspeaker (see page 418)





59567 Diesel Locomotive D05 Regentalbahn V, 4-Axle



59580 Diesel Locomotive 118.4 DR IV, 6-Axle 59380 Diesel Locomotive 118.4 DR IV, 6-Axle



59587 Diesel Locomotive V 180 DR III, 6-Axle



59560 Diesel Locomotive 118 DR IV, 4-Axle 59360 <sup>™</sup> Diesel Locomotive 118 DR IV, 4-Axle



#### The Model:

PIKO's all-new HO model of the Class 119/219 was derived from the reliable design of our V 180. Since the HO V 180 is so well-built, no PIKO model railroader has to worry (like the DR locomotive engineers at that time) about the reliability of their HO BR 119/219. On the contrary, thanks to its powerful five-pole can motor and two precision-balanced flywheels, the PIKO BR 119/219 features excellent running characteristics and good traction. The paint scheme and car

body of the "U-boat" (so-called because of its porthole windows) are in no way inferior to its fine mechanical properties. PIKO is offering both the older version with the overhanging roof and cab headlight alongside the later version without the overhanging roof and the nose-mounted headlight.



59933 Diesel Locomotive BR 219 DB AG V

PIKO Sound module for BR 119: # 56197 PIKO Sound-Module + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

All BR 119:



For all AC-BR 119:







59934 Diesel Locomotive 119 DR IV





59937 Diesel Locomotive BR 119 "Regentalbahn" V





59939 Diesel Locomotive BR 229 DR V

# DIESEL LOCOMOTIVE BR V200 DR



#### The Prototype:

The Luhansk Locomotive Works developed a six-axle diesel-electric locomotive for heavy freight train service based on the Class TE10 of the Soviet Railroads (SZD), that was built from 1958 onwards. In 1964, the first two prototypes; M62 01 and M62 02, were delivered to the SZD. Due to the Soviet Union having a monopoly in the Eastern Bloc on manufacturing diesel locomotives greater than 2000 HP, the Hungarian State Railroads (MAV), the Deutsche Reichsbahn, the Polish State Railroads (PKP) and the Czechoslovakian State Railroads (CSD) ordered their M62s from the USSR beginning in 1965.

Between 1966 and 1975, the Deutsche Reichsbahn purchased a total of three-hundred and seventy-eight locomotives of this series. As the M62s were designed exclusively for freight service, they did not have train heating and were rarely used in passenger service. The first M62s delivered to Eastern Bloc railroad systems lacked mufflers, giving rise to their nickname "Taiga Drums," due to their exhaust sound. Later production engines were factory-equipped with mufflers, and early production units were rebuilt with mufflers. The Taiga Drums are retired from DB AG's roster, but some still serve on private railroads.

# 56439 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)



#### All BR V200:



For all AC-BR V200:





52807 Diesel locomotive BR 120 DR IV, incl. mfx-compatible decoder



52809 
☐ Diesel locomotive / Sound BR 120 DR IV, incl. mfx-compatible sound decoder



52816 Diesel locomotive BR 120 DR IV



52817 <sup>™</sup> Diesel locomotive / Sound BR 120 DR IV, incl. mfx-compatible sound decoder

#### **EXPERT** Locomotives

# DIESEL LOCOMOTIVE BR V200 DR

# NEW 2020 ST44-882

52813 Diesel locomotive ST44-862 PKP Cargo VI



Photo: Krzysztof Newlacil

#### The Model:

PIKO's new HO V 200 represents the fulfillment of the wishes of many HO model railroaders for a modern highly-detailed model of this iconic locomotive. The PIKO V 200 captures all the relevant details of the prototype with its separately applied handrails, highly detailed truck sideframes, engine room components, and outstanding paint schemes. Directional LED head/tail lights are standard on each V 200, and cab lighting and engine room lighting can be activated with a decoder. A diecast zinc frame and powerful five-pole can motor with dual flywheels guarantee excellent running characteristics. The model's PluX22 digital interface makes for easy decoder and speaker installation. Modeler-applied brake hoses are included for display models. The AC version is factory-equipped with an appropriate PluX22 decoder suitable for mfx DCC systems.



**∑** 52800 Diesel Locomotive BR V200 DR III

S2801 ≥ Diesel Locomotive BR V200 DR III, incl. mfx-compatible decoder

# **NEW** 2020



52815 Diesel locomotive M62 MAV IV







52814 Diesel locomotive T679.1 ČSD IV

# DIESEL LOCOMOTIVE BR V200 DR





52802 Diesel Locomotive / Sound BR V200 DR III 🔀 52803 🔁 Diesel Locomotive / Sound BR V200 DR III, incl. mfx-compatible sound decoder



52804 Diesel Locomotive BR ST44 PKP IV



**▼** 52805 Diesel Locomotive / Sound BR ST44 PKP IV

# 56439 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR V200:



For all AC-BR V200:











BR 130 locomotives # 001 – 036 were delivered with lighted number boards on their sides. PIKO took this into account when developing the BR 130. Like the prototype, the model has illuminated number boards on its sides.



59740 Diesel Locomotive BR 130 DR IV 59741 ← Diesel Locomotive BR 130 DR IV



∑ 59752 Diesel Locomotive BR 131 DR IV, w snow plow
59753 
☐ Diesel Locomotive BR 131 DR IV, w snow plow







59748 Diesel Locomotive / Sound BR 130 DR IV, new road number 130 005-2 and revised roof layout
59749 ☑ Diesel Locomotive / Sound BR 130 DR IV, new road number 130 005-2 and revised roof layout, incl. mfx-compatible sound decoder

# DIESEL LOCOMOTIVE BR 130 / 231





59744 Diesel Locomotive BR 130 DR IV, E-brake 59745 
☐ Diesel Locomotive BR 130 DR IV, E-brake



**∑** 59757 **⊡** Diesel Locomotive BR 131.1 DR IV

- # 56440 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 40)

#### suitable accessories:

#### All BR 130 / 231:



For all AC-BR 130 / 231:





59754 Diesel Locomotive BR 231 012 Regentalbahn VI, split front handrail; no snow plow



52774 Diesel locomotive BR 232 Erfurter Bahn Service VI
52775 

☐ Diesel locomotive BR 232 Erfurter Bahn Service VI, incl. mfx-compatible decoder





#### The Prototype:

The BR 132 six-axle diesel-electric locomotives were originally Deutsche Reichsbahn class V 300 / BR 130 diesel locomotives. They were designed as general purpose locomotives to be used for express passenger trains and heavy freight trains on main lines and important branch lines. The locomotives were equipped with modern head end power (HEP) for train heating and had a maximum speed of 120 km/h (75 mph). The rugged and reliable BR 132s performed flawlessly in their designated roles. The seven-hundred and nine locomotives that were delivered to the DR between 1972 and 1983 shaped the face of railroading in the German Democratic Republic in the seventies and eighties. When they operated as power for cross border express trains between the two German states, they perked the interest of many West German railfans as well. In the DDR, the BR 132s were nicknamed the "Big Russians" or "Russian Power Plants." Following German reunification, they were designated BR 232 by the DB AG and known as "Ludmillas." Several of these indestructible locomotives were rebuilt as subclasses BR 232.9, 233, 234 and 241.

#### The Model:

PIKO's BR 132/232 is another highly detailed HO scale replica of a DR classic. The impressive model is a result of advanced mold construction and faithful reproduction of all relevant details of the prototype. The PIKO BR 132/232 wears an excellent finish with crisp lettering and graphics and features separately applied handrails, a heavy diecast zinc frame, and a powerful five-pole can motor with dual flywheels that ensure outstanding running characteristics. Track power is drawn from all twelve wheels. Directional LED lighting comes standard on each PIKO BR 132/232 as well as a PluX22 digital interface for installing a decoder and sound speaker.





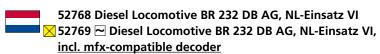
52762 Diesel Locomotive BR 232 DB AG V 52763 → Diesel Locomotive BR 232 DB AG V



52764 Diesel Locomotive BR 232 SPR VI



52766 Diesel Locomotive / Sound BR 132 DR IV 52767 Diesel Locomotive / Sound BR 132 DR IV, incl. mfx-compatible sound decoder



# 56473 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

All BR 132:



For all AC-BR 132:





52772 Diesel Locomotive BR 232 Cargounit VI

EXPERT

# **DIESEL LOCOMOTIVE BR 220**



Truck

#### **The Prototype:**

The V 200 is a locomotive that has written engineering history. It was first introduced in 1953 and was the breakthrough for the concept of a large diesel locomotive (in Europe). In 1955, after the initial five demonstrator units had proven themselves, the DB ordered 50 locomotives, and in 1958; a further 31 engines. The production engines delivered an outstanding performance of a then-sensational 2200 HP at a top speed of 140 km/h (86 MPH). DB originally classified its units as V 200.0.



59702 Diesel Locomotive BR 220.0 DB IV







59716 Diesel Locomotive BR 220.0 "Ferrovie Padane" VI 59717 
☐ Diesel Locomotive BR 220.0 "Ferrovie Padane" VI



The success enjoyed with the V 200's hydraulic drive continued on with an impressive exterior appearance that left a mark on the image of the Deutsche Bundesbahn. The V 200 had proven itself in first class express train service as well as in heavy freight service and gained the reputation of being a true all-rounder.

# 56441 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

# 56402 PIKO SmartDecoder 4.1 PluX16 (see page 40)

#### suitable accessories:

#### All BR 220 / V 200:



For all AC-BR 220 / V 200:









#### **The Prototype:**

During their first two decades of service, the "Flagships of the Economic Miracle" received gradual modifications. For maintenance reasons, the raised lettering and the aluminum trim were replaced by the famous DB "cookies" logo and painted striping. In 1968 they received UIC computer numbers and some were painted in the ocean blue/beige scheme. They were vital to the northern German railroad network through the 1980s. The locomotives were originally intended for heavy express train service in the lowlands but were also seen on lines in the Black Forest and the Central German highlands. Before their retirement, the V 200s pulled freight trains in the Emsland and Ruhr areas.





The iconic V200.1 locomotives were seen on lines all over West Germany. The biggest spotting differences between the V200.1 and the V200 are the nose profiles, differing fan arrangements, different side windows, and truck sideframes (or lack of them).









58142 Train Set Merkur w sound: Diesel Locomotive BR 221 w 2 Passenger Cars DB IV







52602 Diesel Locomotive BR 221 DB IV

- # 56459 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

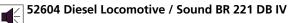
#### All V 200.1:



For all AC-V 200.1:









52607 ≥ Diesel Locomotive BR 221 DB IV



∑ 52611 Diesel Locomotive BR 221 DB IV, <u>incl. mfx-compatible decoder</u>



52612 Diesel Locomotive BR 221 EGP VI
52613 
☐ Diesel Locomotive BR 221 EGP VI, incl. mfx-compatible decoder

#### **The Prototype:**

A result of ongoing discussions about optimization of large diesel locomotives led the Deutsche Bahn AG to purchase two-hundred Class 245 diesel-electric locomotives as replacements for outdated Class 218 diesel-hydraulic locomotives. The new four-axle units are based on Bombardier's Traxx P 160 DE ME (ME standing for Multi Engine), which is equipped with four independent diesel engines instead of one large prime mover. About 70% of the locomotive's components are interchangeable within the Traxx locomotive family. The 563 kW (755 HP) independent diesel engines have proven their value in different fields of industrial application. Each BR 245 has a remarkable 2252 kW (3020 hp) when all four engines are used at once. The BR 245 can also be run at reduced power, since the individual diesel engines automatically switch on and off depending on how much traction is needed. This not only saves fuel but also reduces air pollution. The first twenty locomotives are based in Kempten and Frankfurt am Main.



52510 Diesel Locomotive BR 245 DB AG VI 52511 
☐ Diesel Locomotive BR 245 DB AG VI









58133 Set Diesel loco BR 245 w 3 Passenger Cars DB AG VI 58134 ← Set Diesel loco BR 245 w 3 Passenger Cars DB AG VI







#### The Model:

PIKO has taken into consideration the different versions of the BR 245 when designing our HO Expert line model. Each model reflects prototype variations in roof details like fan grills and intake screens or side grill placement. These rugged, heavy models feature authentic paint schemes and lettering, etched metal fan grills, highly detailed truck sideframes, and separately applied details such as hand railings and horns. Directional LED head/tail lights are standard on every model, and cab interior lighting is possible via a decoder. The heavy diecast zinc frame and five-pole can motor with dual flywheels provide excellent running characteristics and good traction. The model's PluX22 digital interface is configured for easy sound decoder and speaker installation.

#### **Prototypical train composition:**



# 56443 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR 245:



#### For all AC-BR 245:





∑52520 Diesel Locomotive BR 245 NAH.SH VI

## **DIESELLOK BR 247 VECTRON**

#### **The Prototype:**

In June of 2010, Siemens Rail Systems announced the Vectron family of locomotives that included both electric and diesel versions that looked nearly alike. The electric locomotives were designed as replacements for the well-known EuroSprinter locomotives and their offspring; the ES 2007s. The diesel-electric Vectron DEs were a further development of the Siemens Eurorunner. They are rated at 3218 HP and reach a top speed of 160 km/h (99 mph). In December of 2010, Railpool, a German locomotive leasing company, ordered six locomotives from the Vectron family. The 8600 HP locomotives were intended for international traffic between Germany, Austria, and Hungary; running under 15 kV/16.7 Hz catenary and reaching a top speed of 200 km/h (120 mph). The first unit entered service with Railpool on December 19, 2012.



59985 Diesel Locomotive Vectron 247 Siemens VI 59885 ← Diesel Locomotive Vectron 247 Siemens VI

# Prototypical train composition:



### Wheel faces feature correct bolt pattern



59989 Vectron DE Diesel locomotive Stern Hafferl VI 59889 Vectron DE Diesel locomotive Stern Hafferl VI

# DIESELLOK BR 247 VECTRON



#### The Model:

Our H0 models of both the electric and diesel Class 193 Vectrons are a response to the requests of numerous model railroaders for a model of the latest example of modern motive power. The model features a heavy diecast zinc frame and a five-pole can motor with dual flywheels that make for outstanding operational qualities. Excellent traction is guaranteed by two traction tires that are located diagonally on the inside axles of both trucks. Directional red/white LED lighting is standard on all models. The handsome exterior appearance of each model includes a scale reproduction of the roof's electrical equipment and highly detailed truck sideframes with prototypical wheel face profiles. Last, we have taken into account the different lengths of the electric and diesel versions of the Vectron.

Wheel faces feature correct bolt pattern



∑59986 Diesel Locomotive Vectron 247 DB Cargo VI

- # 56453 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (ee page 40)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 40)

#### suitable accessories:

For Diesel loco Vectron:



For all AC-Diesel loco Vectron:



Wheel faces feature correct bolt pattern



59988 Diesel Locomotive Vectron BR 247 Autozug Sylt VI ≥ 59888 Diesel Locomotive Vectron BR 247 Autozug Sylt VI

#### **The Prototype:**

Early on, the Deutsche Bundesbahn decided to develop a diesel switch engine to replace worn-out steam locomotives that were still in-use as switchers. So, in 1951, the Munich Central Office was commissioned with the task of designing the new switcher; classified as a V 60. A majority of West German locomotive factories were involved in its development and construction. The first V 60s were delivered to the DB in 1955 and immediately underwent a thorough evaluation. Up to 1963, a total of nine-hundred and forty-two units were delivered in two versions which weighed differently but were externally indistinguishable. From 1968 onwards, the locomotives were divided into BR 260 (lighter version weighing 48 tons) and BR 261 (heavier version weighing 54 tons). The V 60s were designed as switch engines, but they proved themselves in other types

of service as well. In 1987 they were re-categorized as "small locomotives" and reclassified in the 300 number series. At the same time, some V 60s were equipped with radio-operated remote controls that allowed for one-man operation. These locomotives were designated BR 364 (lightweight version) or BR 365 (heavyweight version). In 1997, some BR 364s and BR 365s were rebuilt with Caterpillar engines and received yet new classifications of BR 362 (lightweight version) and BR 363 (heavyweight version). Many V 60s are still in active service today, and a number work for private railroads and railroad museums.







#### The Model:

PIKO continues its series of perfectly detailed classic DB locomotives with the Class 364. The convincing new model is the result of high quality tooling that eliminates unsightly mould separation lines and reflects all the relevant details of the prototype. Our Class 364 features straight, perfectly aligned walkways and a "keep alive" circuit for silky-smooth switching movements over dead spots in trackwork. All lighting is by means of LEDs. The cab lighting and the front and rear lights illuminate depending on the direction of travel and are digitally activated via the PluX22 decoder. The heavy die-cast zinc frame and five pole can motor ensure excellent running characteristics and good traction. The PluX22 interface makes for easy installation of a sound decoder along with the largest possible speaker. Separate brake hoses are included for display case models.

Regarding the sound version, the factory-installed PIKO 4.1 DCC sound decoder supports RailComPlus®, Motorola®, Selectrix®, and is mfx-enabled. The speaker is precisely tailored to the Class 364.

Typical locomotive sounds such as engine noise, horns, brake squeal, and other functions can be individually activated. Up to 44 functions can be individually mapped.

The rear light can be individually activated.

Sound is also possible in analogue mode but is restricted to engine noise only.

# 56424 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All BR 364:



















🔀 52821 🔁 Diesel Locomotive BR 364 DB AG VI, incl. mfx-compatible decoder



52822 Diesel Locomotive Sound BR 364 DB AG VI

∑ 52823 Diesel Locomotive Sound BR 364 DB AG VI, incl. mfx-compatible sound decoder



52826 Diesel Locomotive BR V60 DB III

52827 ← Diesel Locomotive BR V60 DB III, incl. mfx-compatible decoder



52828 Diesel Locomotive / Sound BR V60 DB III 52829 - Diesel Locomotive / Sound BR V60 DB III, incl. mfx-compatible sound decoder

# DIESELLOK VOSSLOH G 6



**The Prototype:** 

The Vossloh class G6 is a modern three-axle diesel-hydraulic locomotive designed for use as a switcher or as an industrial locomotive. A variety of built-to-order options are available to customize the locomotive depending on the end user's needs. The hoods and cab are designed as easily removable sections in order to facilitate ease of maintenance. The cab is an entirely new design for Vossloh that follows modern ergonomic principles. The locomotive can be equipped with diesel engines from three different manufacturers. As a result, the design covers a wide range of operating scenarios ranging from high-tractive switching at a top speed of 35 km/h (22 mph) to road switcher applications with a top speed of 80 km/h (50 mph) for private railroads. The first G6 was delivered to a pulp mill in Stendal in 2008. In 2010, the Verkehrsbetriebe Peine Salzgitter received two units that worked so well that in 2011 they were followed by an additional order for 18 units. By the end of 2016 a total of 40 locomotives had been delivered.

#### The Model:

Version with MTU engine and double headlights. The PIKO G6 features a frame and cab made of diecast zinc, separately applied handrails, a powerful can motor, traction tires, and directional LED head/tail lights. Brake cylinders and Indusi magnets are separately applied to the chassis. The middle axle features a height-adjustable three point suspension, and the detailed wheel faces feature replica disc brakes. All six wheels pick up current. The model is equipped with an uncluttered circuit board and PluX22 digital interface for easy addition of a decoder and sound speaker. Optional brake hoses are included for display case models. The AC version comes factory-equipped with an mfx-compatible PluX22 decoder.



52664 Vossloh G6 Diesel locomotive thyssenkrupp era VI (MTU) 52665 Vossloh G6 Diesel locomotive thyssenkrupp era VI (MTU); <u>incl. mfx-compatible decoder</u>

# DIESELLOK VOSSLOH G 6





#### The Model:

Version with Cummins engine and double headlights. The PIKO G6 features a frame and cab made of diecast zinc, separately applied handrails, a powerful can motor, traction tires, and directional LED head/tail lights. Brake cylinders and Indusi magnets are separately applied to the chassis. The middle axle features a height-adjustable three point suspension, and the detailed wheel faces feature replica disc brakes. All six wheels pick up current. The model is equipped with an uncluttered circuit board and PluX22 digital interface for easy addition of a decoder and sound speaker. Optional brake hoses are included for display case models. The AC version comes factory-equipped with an mfx-compatible PluX22 decoder.



- # 56464 MTU / # 56480 Cummins PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All Vossloh G6:



#### For all AC-Vossloh G6:





52660 Vossloh G6 Diesel locomotive "Evonik" VI (MTU) 52661 № Vossloh G6 Diesel locomotive "Evonik" VI, (MTU), incl. mfx-compatible decoder



- ∑ 52662 Vossloh G6 Diesel locomotive "neutral" VI (Cummins)
- ∑ 52663 Vossloh G6 Diesel locomotive "neutral" VI (Cummins), incl. mfx-compatible decoder



The MaK G 1206 is a diesel-hydraulic locomotive that was developed by Maschinenbau Kiel (MaK); part of Vossloh AG since 1998. The MaK 1206 has a B'B' wheel arrangement and is rated at 1500 kW (2012 hp) or 1570 kW (2105hp) depending on the variant. It reaches a top speed of 100 km/h (62 mph) and is equipped with either Caterpillar or MTU prime movers. A large number of private train operators use the G 1206 as heavy-duty switchers or road engines. Starting in 1997, the G 1206 was sold to a number of European countries. SNCF Fret alone operates twenty-three units as class BB 61000. PIKO's HO G 1206 features detailed reproductions of the cab roof, fan housing, intake grills, handrails, and truck sideframes along with accurately modeled wheel faces featuring the correct bolt profile. A powerful five-pole can motor with flywheels drives all four axles. The model is equipped with LED directional lighting and a PluX22 digital interface for conversion to DCC and Sound operation.

56455 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

suitable accessories for # 59160 / # 59060:

56455 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)



59160 Diesel Locomotive G 1206 Northrail VI 59060 
☐ Diesel Locomotive G 1206 Northrail VI





∑ 59480 Diesel Locomotive G 1206 "EH" V



95288 ☐ Diesel Locomotive 6400 NS VI



These Expert locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.

PIKO Sound module for G 1206: # 56192 PIKO Sound-Modul + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

#### All G 1206:



For all AC-G 1206:





59826 ← Diesel Locomotive G 1206 "Group Train"



59928 Diesel Locomotive G 1206 Rurtalbahn VI

# suitable accessories for # 59829:

56455 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)



59829 ☐ Diesel Locomotive 6404 NS Cargo



∑ 59496 Diesel Locomotive G 1206 "MEG" VI







suitable accessories for # 59161 / # 59061: 56455 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)





59820 ☐ Diesel Locomotive G 1206 "Locomotives pool" VI





59923 Diesel Locomotive G 1206 "CFL Cargo" Ep. VI, w Air conditioner





59491 Diesel Locomotive G 1206 "HUSA 1506" VI 59291 ☐ Diesel Locomotive G 1206 "HUSA 1506" VI



59494 Diesel Locomotive G 1206 "CFL Cargo" VI, w Air conditioner





**∑** 59493 Diesel Locomotive G 1206 "CFL Cargo" VI

These Expert locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.

> PIKO Sound module for G 1206: # 56192 PIKO Sound-Modul + loudspeaker (see page 418)

> The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

#### All G 1206:



For all AC-G 1206:



#### suitable accessories for # 97751:

# 56455 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)



59821 ≥ Diesel Locomotive G 1206 "ERS Railways" VI



97751 Diesel Locomotive G 1206 1587 CFL VI, w Air conditioner



**Exclusive model** available only in Luxembourg







52844 Diesel locomotive D.145.2016 FS V

52845 Diesel locomotive D.145.2016 FS V

Exclusive model - # 52845 available only in Italy



52840 Diesel locomotive D.145 FS IV



52842 Diesel locomotive / Sound D.145 FS IV

∑ 52843 Diesel locomotive / Sound D.145 FS IV, incl. mfx-compatible sound decoder







52846 Diesel locomotive D.145.2004 FS IV

52847 ≥ Diesel locomotive D.145.2004 FS IV, incl. mfx-compatible decoder



52848 Diesel locomotive / Sound D.145.2004 FS IV

52849 🔁 Diesel locomotive / Sound D.145.2004 FS IV, incl. mfx-compatible sound decoder

#### The Model:

The distinctive D.145 diesel locomotive of the FS is the first newly-designed PIKO model of an Italian locomotive. Due to its unique appearance and wide area of operation along with a successful mixture of attention to detail and excellent running characteristics, this model is bound to captivate model railroaders and collectors of exotic European locomotives alike. The PIKO D.145 features an outstanding paint finish and sharp lettering, a true 1:87 scale body, separately applied handrails, highly-detailed truck sideframes, and directional red/white LED lighting. The five-pole can motor with dual flywheels power both trucks and make for smooth operation. PIKO's D.145 comes with a PluX22 digital interface that is configured for a Sound decoder and the largest possible speaker. The AC model is factory-equipped with an mfx-compatible PluX22 decoder. Optional brake hoses are included for a display model.

# 56431 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all D.145:



For all AC-D.145:





# DIESEL LOCOMOTIVE NS 2200





52690 Diesel locomotive Rh 2200 NS V,
with red beacon and L-light
52691 
☐ Diesel locomotive Rh 2200 NS V,
with red beacon and L-light, incl. mfx-compatible decoder



52682 Diesel locomotive 2342 NS IV, design with mufflers and functioning beacons

52683 → Diesel locomotive 2342 NS IV, design with mufflers and functioning beacons

# 56468 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### All locos 2200 NS:



#### For all AC-2200 NS:





**Prototypical train composition:** 



52692 Diesel locomotive Rh 2200 NS III

52693 ightharpoonup Diesel locomotive Rh 2200 NS III, <u>incl. mfx-compatible decoder</u>



52694 Diesel locomotive / Sound Rh 2200 NS III

52695 ← Diesel locomotive / Sound Rh 2200 NS III, incl. mfx-compatible sound decoder

# DIESEL LOCOMOTIVE BB 60000









96483 Diesel locomotive BB 660168 infra SNCF VI

96484 Diesel locomotive / Sound BB 660168 infra SNCF VI



all models on this page only available in France



- # 56427 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

## suitable accessories:

#### All BB 60000:















96481 Diesel locomotive BB 460086 FRET SNCF VI



96482 Diesel locomotive / Sound BB 460086 FRET SNCF VI

# DIESEL LOCOMOTIVE RH7400 SNCB NMBS



96455 Diesel Locomotive Rh 8269 SNCB NMBS IV



96460 Diesel Locomotive Rh 8214 SNCB NMBS V



#### **EXCLUSIVE MODELS -**

all SNCB/NMBS models on this page are only available in Belgium

> # 56448 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### All Rh 7400:



For all AC-Rh 7400:









96462 Diesel Locomotive Rh 7324 SNCB NMBS III



96463 Diesel Locomotive / Sound Rh 7324 SNCB NMBS III, incl. mfx-compatible sound decoder



96464 Diesel Locomotive 7337 SNCB IV-V 96465 Diesel Locomotive 7337 SNCB IV-V, incl. mfx-compatible decoder





96466 Diesel Locomotive 102 RRF VI

≥ 96467 
Diesel Locomotive 102 RRF VI, incl. mfx-compatible decoder



96468 Diesel Locomotive / Sound 102 RRF VI

🔀 96469 🔁 Diesel Locomotive / Sound 102 RRF VI, incl. mfx-compatible sound decoder

# DIESEL LOCOMOTIVE Rh 80





## The Model:

The PIKO Expert SNCB/NMBS Class 80 diesel locomotive is an accurate model of this important Belgian switch engine. The HO scale replica features sturdy metal handrails, fine step well detail, and straight, precisely-aligned walkways. All differences between the DB V 60 and the SNCB 80 are reflected in the model detailing. A keep-alive capacitor ensures silkysmooth switching without annoying power interruptions. Directional LED head/tail lights are standard

and can also be digitally activated with a PluX22 decoder. The heavy diecast zinc frame and powerful can motor with flywheel make for smooth operation and good traction. The model's circuit board features a PluX22 digital interface that is configured for easy installation of a sound decoder and large speaker. Optional brake hoses are included for a display case model.

# 56424 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:





97787 Diesel Locomotive Rh 80 SNCB VI



97788 To Diesel Locomotive Sound Rh 80 SNCB VI, incl. mfx-compatible sound decoder

# DIESEL LOCOMOTIVE DF7C

## **The Prototype:**

Two-hundred eighty-nine Class DF7C diesel-electric locomotives were delivered to the People's Republic of China between 1991 and 2001 for switching and transfer service. The six-axle engines are also used by industrial and mining companies due to their excellent operational characteristics. The multiple-unit-capable locomotives quickly became popular with engine crews due to their fast acceleration, low fuel consumption, and ease of maintenance. The engines measure 18,800 mm (61.7 ft.) coupler-to-coupler and weigh 135 tons. They rate 1,840 kW (2467 hp) and reach a top speed of 100 km/h (62 mph).

## The Model:

PIKO's entirely new model of the DF7C captures all the proportions and details of the prototype. The paint scheme and lettering match those of the original DF7C. The detailed body features sturdy etched metal hand railings and separately applied grab irons. A powerful PIKO five-pole can motor with dual flywheels and heavy diecast zinc frame guarantee excellent running characteristics. All lighting functions are by LEDs. Directional head/tail lights are standard while the cab light is digitally activated. The PIKO DF7C comes equipped with a PluX22 digital interface that allows for easy installation of a sound decoder and speaker.



52710 Diesel locomotive DF7C with commemorative plaques "Beijing Railway Bureau Shijazhuang District"

# DIESEL LOCOMOTIVE DF7C









52700 Diesel Locomotive DF7C Beijing Railway **∑** 52701 **⊡** Diesel Locomotive DF7C Beijing Railway

- # 56466 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

## suitable accessories:

For DF7C:

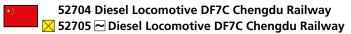


For all AC-DF7C:









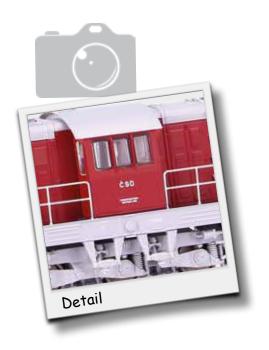


52708 DF7C Diesel locomotive Guangzhou Railways incl. mfx-compatible decoder



## **The Prototype:**

The Class T 669 locomotive was developed in Czechoslovakia in 1963 for export to the Soviet Union and Albania. Following successful testing of the new units, the CSD decided to acquire the engine for their own network, but with a few modifications. Three prototypes were followed by one-hundred and seven units manufactured in Dubnica by the SMZ Locomotive Works between 1967 and 1969. In 1977 and 1979, two more engines from KD Prague were added to CSD's roster. With the introduction of the EDP numbering system in 1988, the T 669s received the class designation 770. By the year 2005 all T 669s had been withdrawn except the broad gauge class 770.8 and 771.8 which are still in use in the east of Slovakia. As well, a few engines can be found on private railroads and industrial railroads.





# **DIESEL LOCOMOTIVE T 669**







59787 Diesel Locomotive T 770 PJMost ČD V



59798 ≥ Diesel Locomotive T 669 ČSD IV

- # 56442 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 40)

## suitable accessories:

For all T669 / ChMe3:



For all AC-T669 / ChMe3:





59789 Diesel Locomotive T 669.1 ČSD IV

# DIESEL LOCOMOTIVE ChMe3



## The Model:

The PIKO ChMe3 is the first true HO scale model of this locomotive. The basic design, drive train, and electronics are the same as the HO model of the T669. The model features sturdy etched metal hand railings, separately applied grab irons, horn, antenna, and highly detailed truck sideframes. The paint scheme and lettering reflect authentic Russian livery. The red star symbol, that for many years was a typical accoutrement of this Russian locomotive, is packaged separately and can be added by the modeler if so desired. As is the case with the T669, the engineer's control stand is accurately reproduced inside the cab. The model is equipped with a PluX22 digital interface for easy addition of a sound decoder and large speaker.



**∑** 59781 Diesel Locomotive ChMe3 RZhD V



**≥** 59783 Diesel Locomotive ChMe3 RZhD VI



59783 ☐ Diesel Locomotive ChMe3 RZhD VI

# DIESEL LOCOMOTIVE SM42 PKP





Between 1965 and 1978, two-hundred sixty-eight Class 42 diesel locomotives were delivered to the PKP. The four-axle locomotives measure 14240 mm (47 feet) over the buffer faces, weigh 71 tons, and produce 590 kW (791 hp). They feature a diesel electric transmission and reach a top speed of 90 km/h (56 mph). The class 42 is divided into three subclasses: the SM freight locomotive, the SP passenger locomotive, and the SU universal locomotive. Prominent spotting features of the PKP 42s are the large head lamps and the train heating muffler that is mounted on the short hood. Piko's HO model accurately reflects these details of the prototype Class 42. It also features an accurate paint scheme and razor-sharp lettering, separately applied handrails, and intricate grill housings. The highly detailed truck sideframes feature accurately reproduced axle bearing caps and truck springs. All four axles are driven by a powerful can motor with flywheel. The model is equipped with a digital interface for Sound decoder and speaker installation.

NOTE: These Expert locomotives do not have close coupling mechanisms. For this reason, it is not possible to fit these locomotives with close couplers.

# 56403 PIKO SmartDecoder 4.1 (see page 40)

#### suitable accessories:

#### For all PKP SM42:









**NEW** 2020



59270 Diesel Locomotive SM42-733 PKP Cargo VI



59271 Diesel Locomotive SP42-108 PKP IV

# DIESEL LOCOMOTIVE SU45 PKP



96309 Diesel locomotive SU45 PKP V

## **The Prototype:**

The PKP's SU45 diesel-electric locomotive was developed in the mid-1960s by Cegielski of Poznan for passenger service. In order to keep the axle loading as light as possible, the locomotive was designed with two three-axle trucks. The units could reach a maximum speed of 120 km/h (75mph). The SU45s were built with FIAT engines and quickly became some of the most important units for PKP's passenger service. Part of the class was equipped with electrical heating in 1987 and was reclassified as SP45.



96308 Diesel locomotive SP45 PKP V

## DIESEL LOCOMOTIVE SU45 PKP





## The Model:

PIKO's H0 SU45/SP45 accurately reflects the appearances of its prototype with such details as roof walkways, separately applied handrails, and realistic fan blade detail underneath the etched metal fan grills. The spacious cab interiors are faithfully reproduced. Our model's highly detailed truck sideframes have all the details of the original like springs, dampers, and axle bearing caps. Each SU45/SP45 wears an exact reproduction of its prototype's paint scheme and lettering. Directional LED head/tail lights are standard features on all SU45/SP45 while cab interior lighting is digitally activated by a PluX22 decoder. A powerful can motor with two precision balanced flywheels provide for outstanding operational qualities. Each SU45/SP45 is equipped with a PluX22 digital interface for easy installation of a sound decoder and large speaker. Closed front pilots are included for display case models.



96300 Diesel Locomotive SP45-204 PKP V

- # 56461 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### For all PKP SU45:











✓ 96307 Diesel Locomotive SU45-048 PKP PR V

#### **Prototypical train composition:**







Matching cars: # 97602 - # 97610 (see page 273)

52866 Diesel locomotive BR SU46 PKP VI

## **The Prototype:**

Following the SP45's success in becoming Poland's first mainline diesel locomotive, the PKP decided to develop a performance-enhanced version that could be used in heavy-duty passenger train service. The locomotive's designers valued the reliability of the SP45's FIAT engine so they retained it for the new SU45 but increased its performance to 2250 HP. This decision resulted in an economic stroke of luck, as the significantly higher engine output was only slightly above its predecessor in fuel consumption. Advancements in the new PKP diesel locomotive included electric train heating and an ergonomically shaped cab. After correcting minor issues with prototype units SU46-001 and SU46-002, the Cegielski Locomotive Works of Poznan delivered another fifty SU46s in 1976-77 that featured a 2218 HP rating and a top speed of 120 km/h (74 mph). PKP's expectations were met so well that they planned to build another two-hundred and sixty-seven engines. For various reasons, however, only SU46-053 and SU46-054 were constructed. As recently as 2012, more than thirty SU46s were in heavy regular use.



# **DIESEL LOCOMOTIVE SU46**





## The Model:

In the SU46, PIKO has brought to the market another outstanding HO model of a major Polish locomotive class. The PIKO SU46 features an excellent finish and lettering, correct PKP headlights, and LED lighting throughout the model. The detailed engine room machinery is designed to be a visual highlight seen through the crystal-clear engine room windows. Each model features directional white/red LED lighting as well as cab interior lighting and engine room lighting that are activated with a decoder. The heavy diecast zinc frame, five-pole can motor with dual flywheels and traction tires ensure outstanding operational characteristics. A PluX22 digital interface is included for those wishing to add a sound decoder and speaker. The AC model is factory-equipped with an mfx-compatible PluX22 decoder. Optional brake hoses are included for a display model.

# 56433 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all SU46 versions:



For all AC-SU46 versions:





52860 Diesel locomotive BR SU46 PKP IV



52862 Diesel locomotive / Sound BR SU46 PKP IV

52863 ≥ Diesel locomotive / Sound BR SU46 PKP IV, incl. mfx-compatible sound decoder

230

# ELECTRIC HIGH SPEED TRAIN BR 412 / ICE 4





# 56410 PIKO SmartDecoder PIN 20 (see page 40)

# 56429 PIKO Sound-Module for BR 412 ICE 4 DB AG w loudspeaker (see page 39)

#### suitable accessories:

#### For all electric train:



For all AC-ICE 4:



51400 ICE 4 4-part Electric trainset DB AG VI



51402 ICE 4 4-part Electric trainset / Sound DB AG VI

51403 🗠 ICE 4 4-part Electric trainset / Sound DB AG VI, incl. mfx-compatible sound decoder

## **The Model:**

In 2019, PIKO unveiled its highlight of the year with the scale-length ICE 4 of the DB AG. The new model showcases the high standards for all of PIKO's new H0 Expert line models. This superlative multiple-unit high-speed train features countless details and innovations that are second-to-none. The ICE 4 sports a fine paint scheme and crisp lettering, removable pilots that allow two trainsets to be coupled together, realistic versions of each individual car 's body, all-wheel pick-up on each control car, current-conducting couplers, and directional white/red LED lighting. Onboard electronics sense when the train has entered an unpowered section of track and they cause the lead control car to stop before red signals.

The train features a powerful five-pole can motor with twin flywheels, four traction tires on the powered car, and a DCC interface designed specifically for the ICE 4's 20 pin SmartDecoder. The model is ready for PIKO # 56288 and #56290 lighting kits that illuminate all of the highly detailed car interiors. The powered car in the basic set has factory-installed interior lighting which can be activated via internal contacts. An optional sound module # 56429 and dual speakers are easily installed via the interface located on the circuit board. The AC version is factory-equipped with an mfx-compatible decoder. Because the ICE 4 is a full scale-length model, it can only be run on layouts with track radius R2 (16.6 in.) or higher.

Realistic composition of a 12-car ICE 4 with PIKO supplementary trolley (see page 254)

|          |       |        |           |       |       |       |           |        |        |        | 2        |
|----------|-------|--------|-----------|-------|-------|-------|-----------|--------|--------|--------|----------|
| 51400    | 51400 | 58594  | 58592     | 58590 | 58596 | 58596 | 51400     | 58590  | 58594  | 58596  | 51400    |
| #1       | #2    | 113    | # 4       | # 6   | # 6   | 27    | # 9       | # 10   | # 11   | # 12   | # 14     |
| Endwagen |       |        | mit Panto |       |       |       | mit Panto | Bistro |        |        | Endwagen |
| 2. KI    | 2. KI | 2. Kl. | 2. KI     | 2. KI | 2. KI | 2. KI | 2. KI     | 1. Kl. | 1. Kl. | 1. KI. | 1. KJ.   |

# **COMMUTER TRAIN BR 440**

The Class 440 is an electric multiple unit from the "Coradia Lirex" ET platform manufactured by Alstom LHB. The trains represent a continuing development of the X60 suburban trains for Stockholm. The first customer for the 440 was the Deutsche Bahn, which ordered 37 four-car trains for the "Fugger-Express" of Augsburg's E-Netz. These trains have been in service since early 2009. Four-car trains and five-car trains have been running between Passau and Munich since May 2010. The Deutsche Bahn has also purchased more three-car and four-car class 440 electric multiple units for the "E-Netz Würzburg."

Piko's HO Class 440 features a highly detailed body with separately applied parts such as the windshield wipers, roof equipment, and metal pantographs. The various sets include control cars of different lengths depending on their prototype. Each 440 is equipped with directional LED head/tail lighting and is easily retrofitted with interior lighting and DCC/sound operation.

1003

The new rail cars are used in regional traffic on the lines from Würzburg to Nuremberg, in Bamberg, in Treuchtlingen, and in Gemünden/Lohr/Schlüchtern. In addition, there are 4 three-car trains for use between Nuremberg and Neustadt (Aisch); a connection that was originally part of the "Dieselnetz Nürnberg." Currently, a total of two hundred and eighteen units in different variations are used in Germany in scheduled operation.



**∑** 59992 5-Unit EMU BR 440 DB AG VI



59894 - 5-Unit EMU BR 440 NordWestBahn V

# **COMMUTER TRAIN BR 440**



Each Class 440 multiple unit trainset is equipped for interior lighting installation. (for DC- and AC-models)

**LED-Interior Lighting:** 

# 56145 (Control Car - see page 422) # 56146 (Middle Car - see page 423)



59996 3-Unit EMU BR 440 Main-Frankenbahn VI 59896 2 3-Unit EMU BR 440 Main-Frankenbahn VI Multiple trainsets can be connected using the enclosed special coupler.

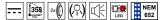
PIKO Sound module for BR 440:

# 56195 sound decoder + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

suitable accessories:

All Commuter trains:



For all AC-Commuter trains:



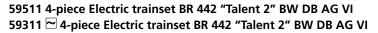




# COMMUTER TRAIN BR 442 "TALENT 2"

831 (- -)



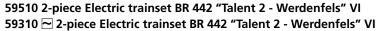




- precision technology
- excellent operational characteristics
- can motor with flywheel
- NEM 652-compliant DCC interface
- easy sound installation
- separately applied roof detail
- metal pantographs
- elaborate graphics
- precise lettering

INFO







# COMMUTER TRAIN BR 442 "TALENT 2"







59504 3-piece Electric trainset BR 442 "Talent 2 - Rhein-Sieg" DB AG VI

Multiple trainsets can be connected using the enclosed special coupler

PIKO Sound module for BR 440: # 56195 sound decoder + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

## suitable accessories:

#### All Commuter trains:



For all AC-Commuter trains:





**∑** 59507 3-piece Electric trainset BR 442 "Talent 2 - Abellio" VI





## **The Prototype:**

The first six RBe 4-4 railcars were purchased in 1959 by the SBB for local service on the Gotthard line. Due to their exceptional performance, they were soon also used in fast train service in the Swiss lowlands. The railcars had large double cabs equipped with diaphragms as well as multiple unit controls for combination with other railcars. The seventy-six railcars (1407–1482) delivered between 1963 and 1966 were four tons heavier than the six prototype units. During the same period, EW I and EW II cab control cars used for heavy commuter trains (often in combination with EW I passenger and control cars) were delivered as well. Initially the railcars had thirty-two smoking seats and thirty-two non-smoking seats and were painted in SBB Green. The running gear and operating equipment were partially installed below the passenger compartment. Because of this, the entryways were substantially higher than the entryways of normal passenger cars. When a sufficient number of Re 4/4II locomotives became available, the distinctive railcars were relegated to regional commuter traffic. For this reason, more EW II cab control cars were ordered. From 1992 onwards, seventy-four RBe 4/4 railcars were modernized and rebuilt along the lines of the NPZ trains for suburban service. Since 2006, many of these units have been retired. By the end of 2014, they were retired from the SBB as well. Today, several RBe 4/4 are on display at the Verein Depot.





96848 2-car set Rbe 4/4 Railcar Prototyp + BDt EW II SBB IV



96849 2-car set / Sound Rbe 4/4 Railcar Prototyp + BDt EW II SBB IV 96850 

2-car set / Sound Rbe 4/4 Railcar Prototyp + BDt EW II SBB IV, incl. mfx-compatible sound decoder

Exclusive model - available only in Switzerland

# RAIL CAR RBe 4/4 SBB





## **The Model:**

The PIKO HO Class RBe 4/4 and EW II cab cars capture all the important details of their prototypes; particularly their unique cab faces and optional cab diaphragms. The full scale-length multiple units come equipped with cab/interior lighting and feature outstanding paint schemes, fine metal pantographs, full roof detailing, separately applied handrails, separately applied side mirrors, crystal-clear windows, full interior detail, and highly detailed truck sideframes. Each power car is driven by a five-pole can motor with dual flywheels and features a PluX22 digital interface equipped for easy decoder and speaker installation. The matching PIKO 4.1 Sound decoder supports RailComPlus®, Motorola®, Selectrix®, and mfx DCC data format. The speaker is model-specific to the RBe 4/4. Typical railcar sounds such as traction motor sound, horn, brake squeal, and other functions are individually activated. The 4.1 digital Sound decoder feature adjustable mapping for up to 44 functions. The tail lights can be activated independently of the headlights. Sound is possible in analogue mode but is restricted to traction motor sound. On digital car sets, the cab car is factory equipped with a decoder. Optional brake hoses are included for display models.

# 56426 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

#### All Rail Cars RBe:



#### For all AC-RBe:



**suitable accessories for cab car:** # 56124 PIKO Function decoder w plug (see page 417)

358 272 F



96832 2-car set Rbe 4/4 Railcar + BDt EW Seetal cab car SBB IV

96833 2-car set Rbe 4/4 Railcar + BDt EW Seetal cab car SBB IV, incl. mfx-compatible decoder



96836 2-car set / Sound Rbe 4/4 Railcar + BDt EW Seetal cab car SBB IV

96837 🔁 2-car set / Sound Rbe 4/4 Railcar + BDt EW Seetal cab car SBB IV, incl. mfx-compatible sound decoder

# **RAIL CAR Z2 SNCF**

## The Model:

Each PIKO model of the Z2 is a prototype-specific reproduction; particularly in each model's cab shape. As Expert models, each Z2 is powered by a can motor with dual flywheels and is equipped with a PluX22 digital interface for easy decoder and speaker installation. Each multiple unit also features a full interior and cab lighting. The directional LED head/tail lights are digitally activated and can be switched on or off for multiple unit consists. (In AC analog mode this only works with a PIKO PluX22 decoder.) NEM close coupler mechanisms are mounted on both ends of each car as well as dummy Scharfenberg couplers. The minimum recommended radius for a trainset is 358 mm (14 in.).





96412 Electrical multiple unit Z 7334 TER Aquitaine SNCF VI



96413 Electrical multiple unit Sound Z 7334 TER Aquitaine SNCF VI



96416 Electrical multiple unit Z 7319 Rouge Vermillon SNCF V



96417 Electrical multiple unit Sound Z 7319 Rouge Vermillon SNCF V



96436 Electrical multiple unit Z 97303 TLR Languedoc-Roussillon SNCF IV



96437 Electrical multiple unit Sound Z 97303 TLR Languedoc-Roussillon SNCF IV



96418 Electrical multiple unit Z 11502 bleu TER SNCF VI



96419 Electrical multiple unit Sound Z 11502 bleu TER SNCF VI



96420 Electrical multiple unit Z 7356 TER Centre SNCF V



96421 Electrical multiple unit Sound Z 7356 TER Centre SNCF V

# RAIL CAR Z2 SNCF





available only in France



96422 Electrical multiple unit Z 2000 CFL VI 96424 ← Electrical multiple unit Z 2000 CFL VI



96429 Electrical multiple unit Z 9600 TER Bourgogne SNCF VI



96430 Electrical multiple unit Sound Z 9600 TER Bourgogne SNCF VI

# 56465 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

## suitable accessories:

#### All Rail Cars:



For all AC-Rail Cars:



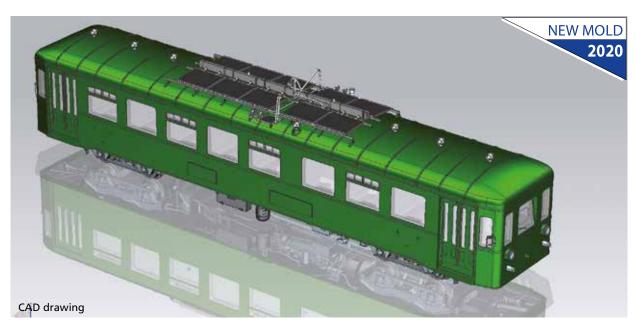


96434 Electrical multiple unit Z 9604 TER Bretagne SNCF V



96435 Electrical multiple unit Sound Z 9604 TER Bretagne SNCF V

# DIESEL RAILBUS Rh 553/554 SNCB





Railcars



52782 Diesel Railbus / Sound Rh 553 SNCB III

52781 
☐ Diesel Railbus / Sound Rh 553 SNCB III, incl. mfx-compatible sound decoder



**EXCLUSIVE MODELS -**

all models on this double page are only available in Belgium

## **The Prototype:**

The Class 553 and 554 Autorails Brossel were to the SNCB what the VT 95 and VT 98 Railbuses were to the DB. Beginning in 1941, the Belgian firm Brossel started production of the Class 553 railbus. After the war, the SNCB needed more railbuses, and the 553 design was revised to become the Class 554. Brossel built both series of the Autorail at the Ragheno Workshops in Mechelen. Both series utilized

eight-cylinder in-line engines which were later replaced by General Motors engines. The Class 553 rated a top speed of 66 km/h (41mph) while the Class 554 could reach 80 km/h (50 mph). During the 1970s, the Class 553 was renumbered to Class 49 and the Class 554 renumbered to Class 46. Several copies of both classes are preserved in Belgian railroad museums.

# DIESEL RAILBUS Rh 553/554 SNCB









52785 Diesel Railbus / Sound Rh 554 SNCB IV

## **The Model:**

PIKO's all-new models of the Autorail Brossel are delightful little gems. Their short wheelbases and two-axle trucks will catch the eye of any model railroader. The differences between the Class 553 and 554 were substantial; the PIKO design team had a significant task engineering both models to be as true-to-prototype as possible. Their highly detailed car bodies, underframes, and trucks endow the models with outstanding visual appearance. The elaborate roof detailing on both the 553 and 554 is like icing on the cake! Both models are powered by a reliable PIKO can motor with dimensions small enough to allow for a clear view through the models' windows. Two axles on each model are driven, and power is drawn from all eight wheels. Both models feature PluX22 interfaces for easy conversion to digital operation.

# 56432 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all Diesel railbus Rh 554:



For all AC-Diesel Railbus:





# **DIESEL RAILBUS VT 2.09**









## The Prototype:

Following the 1949 nationalization of numerous small and private rail-roads, the East German Reichsbahn found itself dealing with a variety of comparatively outdated, mostly underpowered locomotives that had to be replaced as soon as possible. At the same time, important branch lines required thorough reorganization. A nationwide solution to the poor rail travel situation was found in an agile and robust lightweight railbus delivered by the VEB Waggonbau Bautzen in 1957. Series production of the LVT (light internal combustion railcar) two-axle railbus commenced only in 1963, but the expectations in terms of serviceability, solid construction, and low operating costs were confirmed right away.

The modern VT 2.09 was quick, reliable, good-looking, and soon became popular with the public. As early as 1965, sixty-eight "piglet taxis" were running on lines from the Baltic coast to the Thuringian Forest, and from Rügen to the Ore Mountains. The only disadvantage of the VT was the need to uncouple the power car and run around the VT's trailer at stub-end stations. In 1964 this problem was remedied with the development of cab cars. The last VT 2.09 was built in 1970.

Front view

# **DIESEL RAILBUS VT 2.09**



## The Model:

PIKO has granted the oft-expressed wishes of numerous model railroaders for a contemporary, well-detailed, and smooth-running H0 model of the famous VT 2.09 "Piget Taxi" railbus. Following the development of the innovative control circuitry for the DB VT 98 railbus (for which PIKO received the 2017 Golden Rail award), it made sense for us to implement the same circuitry and attention-to-detail to the DB railbuses' counterpart from East Germany. The VT 2.09 is powered by a powerful micro motor with dual flywheels and features an integral "keep alive" capacitor for smooth running without sound interruptions. The drive powers both axles of the railcar.

The powered car and cab car are coupled together via current-conducting close couplers. Both cars feature detailed interiors and independent lighting functions. The powered car, for example, senses whether a cab car is attached to it, and then switches off the headlights in-between the two cars. The PIKO Piglet Taxi comes equipped with a PluX22 digital interface that is designed for easy installation of a sound decoder and speaker. The AC model is factory-equipped with an mfx-compatible PluX22 decoder.

# 56435 PIKO SmartDecoder 4.1 Sound w loudspeaker (ee page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

For all Diesel railbus VT 2.09:



For all AC-Diesel Railbus:





52880 Diesel Railbus VT 2.09 DR III

52881 ☐ Diesel Railbus VT 2.09 DR III, incl. mfx-compatible decoder



52882 Diesel Railbus / Sound VT 2.09 DR III



## **The Prototype:**

The DB's new VT 95 single-engine rail busses proved unsatisfactory in both singular operation and with attached trailers. So, in 1953, the DB developed the VT 98 twin-engine railbus as a replacement; to be used on steeply-graded branch lines. In order to make the new railbus as flexible as possible, it was designed for multiple unit operation with trailers and cab cars. Each new VT 98 railbus was equipped with buffers and screw couplers so it could haul individual freight cars. By 1955, three hundred twenty-nine railcars, three hundred ten control cars, and three hundred twenty trailer cars had been delivered to the Bundesbahn. Their economical nature earned them the title of "Savior of the German branch lines." Although DB AG retired their last VT 98 in May of 2000, a number of VT 98s continue operating on private and museum railroads through the present day.





52726 DB VT 98 Railbus / Sound bus Ep. III

52727  $\overline{\sim}$  DB VT 98 Railbus / Sound bus Ep. III, incl. mfx-compatible sound decoder







52730 Br 798 Diesel railbus DB IV

52731 — Br 798 Diesel railbus DB IV, incl. mfx-compatible decoder



52732 Br 798 Diesel railbus /Sound DB IV

52733 ~ Br 798 Diesel railbus / Sound DB IV, incl. mfx-compatible sound decoder

## **BR 798 RAILBUS**



## The Model:

Our new H0 scale VT 98/VS 98 railbus is another top-notch Expert model for your layout's mainline and branch lines. The PIKO VT 98 is the first H0 model of the early-production VT 98 offered by a major manufacturer. The lighted train destination boards are true eye-catchers. The powered car is driven by a powerful can motor with dual flywheels and has a factory-installed "keep alive" circuit to keep your model humming over dead spots without sound interruption. Both axles are powered.

The powered car and trailer are semi-permanently coupled together by a DCC signal-conducting drawbar that controls the lighting functions on both cars. Each car is equipped with digitally-activated LED interior lighting. Both cars feature full interior detail with unobstructed views through the cabs and passenger compartments. And, just like the prototype, PIKO's VT 98 is equipped with regular couplers, so you can couple freight cars to your H0 VT 98.



59612 Railbus Trailer-Only/Luggage Van 998 DB IV

59613 ← Railbus Trailer-Only/Luggage Van 998 DB IV

# 56470 PIKO SmartDecoder 4.1 Sound w loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### suitable accessories:

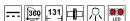
#### For all DC-Railbus:



## For all AC-Railbus:



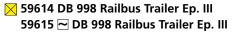
#### For all DC-Railbus trailer:



#### For all AC-Railbus trailer:









# DIESEL COMMUTER TRAIN REGIOSWINGER

In 1998, Adtranz (now Bombardier Transportation) developed a two-piece tilting railcar they called the Regioswinger. The train was designed for accelerated speeds along curved stretches of regional rail lines. The tilting technology made it possible to reach speeds up to 160 km/h (99 mph) along these routes; most of which were built in the 19th century. This would otherwise only have been achievable with cost-prohibitive new rail line construction. Over time, problems emerged with some of the Regioswinger's tilting technology, resulting in their partial withdrawal from service.

The issues were eventually rectified, and Deutsche Bahn has again received permission from Germany's rail authorities to use tilting technology in their trains. PIKO's detailed HO Regioswinger features the current Traffic Red paint scheme and DB Regio markings. It is powered by a can motor with flywheel that drives the lead truck. Both cars feature LED interior lighting, directional LED head/tail lights, and a digital interface.



#### PIKO Sound-Module for Regioswinger:

56321 PIKO Sound-Modul + Loudspeaker (see page 418)

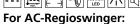
The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

## For Regioswinger:















59430 Diesel Commuter Train Regioswinger BR 612 DB AG V 🔀 59230 🔁 Diesel Commuter Train Regioswinger BR 612 DB AG V

# COMMUTER TRAIN BR 646 "STADLER GTW"



## The Model:

The Stadler articulated railcar is popular with many model rail-roaders thanks to its modular configuration for different services. It is also popular in the 1:1 world for the very same reason. PIKO has responded to customer demand and developed HO models of both the GTW 2/6 and the GTW 2/8. The motor and gearing are completely hidden, easy to maintain, and unnoticeable to the viewer in one of the two control cars. PIKO has placed great emphasis on the precise reproduction of the futuristic appearance of these modern commuter trains.

The different facets of the various prototypes are accurately reproduced on their HO scale counterparts. The models feature detailed interiors, precisely-fitted windows, numerous finely engraved body details, highly detailed trucks, accurately-reproduced pantographs (for electric variants), and smooth running characteristics.

LED-Interior lighting: # 56139

You will need 2 interior lighting kits for the 2/6 trainset (for DC- and AC-models - see page 422)

LED-Interior lighting: # 56143 (Middle Car - see page 422)

PIKO Sound-Module for Diesel GTW:
# 56198 PIKO Sound-Module +
Loudspeaker (see page 418)
PIKO Sound-Module for Elektro GTW:
# 56199 PIKO Sound-Module +
Loudspeaker (see page 418)
The sound module must be
connected directly to the
PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

#### For all Stadler:



For all AC-Stadler: zusätzlich: Dec





Railcars

# COMMUTER TRAIN BR 646 "STADLER GTW"

- Die-cast metal frame
- highly detailed body
- Close coupling mechanism
- White/red directional LED lighting
- Motor with flywheel
- traction tires for better traction
- equipped for easy installation of interior lighting
- equipped for sound module installation

#### INFO



59133 DMU GTW 2/6 Stadler - ATR 115.003 Trenord, Italia, VI 59033 - DMU GTW 2/6 Stadler - ATR 115.003 Trenord, Italia, VI





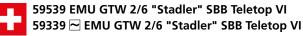
59520 DMU GTW 2/6 BR 646 "Stadler" DB AG VI 59320 - DMU GTW 2/6 BR 646 "Stadler" DB AG VI



59533 DMU GTW 2/6 "Stadler" ODEG VI









453 (- -)

97733 DMU GTW 2/6 "Stadler" - ATR 116.001 Sistemi Territoriali, Italia, V



# COMMUTER TRAIN BR 646 "STADLER GTW"

















# Scale Passenger Cars Sophisticated models for discerning hobbyists

- > Innovative and reliable technology
- > Highly detailed prototypical models
- > Reasonably priced

EXPERT



The image of DB AG's regional passenger trains was long dominated by classic n-cars and their matching "Wittenberger Kopf" cab cars. > see page 255



Suburban trains in the Rhineland, the Ruhr, and Franconia are synonymous with x-cars. They were built in the second half of the 1970s and are still in operation today. > see page 257



# EUROFIMA PASSENGER CAR









58531 Express Coach Eurofima 1st cl. SBB IV

## **The Prototype:**

During the 1970's, the European Society for the Financing of Railway Equipment (EUROFIMA) coordinated the purchase of new long-haul passenger cars to replace outdated UIC-X Standard passenger cars. Initially, the DB, FS, and SNCF purchased ten prototypes for testing various components. The first production run of five hundred UIC-Z Standard cars was made in 1976. The cars featured pitched roofs and sliding doors and rode atop Fiat type Y 0272 S trucks. The new cars were purchased by six European state railways. DB, SBB, and SNCF bought only 1st class cars while FS, ÖBB, and SNCB bought both 1st and 2nd class cars. The SNCB cars were notable for their bright orange color scheme with light grey trim.

#### EUROFIMA PASSENGER CAR







58532 Express Coach Eurofima 2nd cl. ÖBB IV 58533 Express Coach Eurofima 1st cl. ÖBB IV

58535 Express Coach Eurofima 2nd cl. FS IV 58534 Express Coach Eurofima 1st cl. FS IV



₩ # 56061

#### The Model:

In the 1970s Europe's railroads experienced a technological amalgamation while at the same time maintaining their individual character. An example of this coalescence was the joint procurement of modern passenger cars. The pioneering Avmz 207 coach design now joins the PIKO Expert line and complements our IC '79 cars. It allows for the creation of period international long-distance passenger trains. The finely detailed truck sideframes are a testament to the art of mold making. For more realistic operation, each car can be equipped with car-specific LED interior lighting. The large area that the prototypes operated over allows for multiple consist variations, and as such these cars are truly European passenger cars. Maybe it's time for a new European passenger car in 1:1 scale...?

All 1st cl. Eurofima Express coaches are equipped for installation of interior lighting kit # 56294 (see page 423)

All 2nd cl. Eurofima Express coaches are equipped for installation of interior lighting kit # 56295 (see page 423)

## MATCHING CARS BR 412 ICE 4



58596 2-car set Matching car BR 412 ICE 4 DB AG VI 58597 

2-car set Matching car BR 412 ICE 4 DB AG VI

The end cars are equipped for installation of interior lighting kit # 56288 The dining cars are equipped for installation of interior lighting kit # 56289 The center cars are equipped for installation of interior lighting kit # 56290 (see page 423)

|          |       |        |           |       |       |       |           |        |       |       | 2        |
|----------|-------|--------|-----------|-------|-------|-------|-----------|--------|-------|-------|----------|
| 51400    | 51400 | 58594  | 58592     | 58590 | 58596 | 58596 | 51400     | 58590  | 58594 | 58596 | 51400    |
| #1       | # 2   | #3     | #4        | #5    | #6    | #7    | #9        | # 10   | = 11  | # 12  | # 14     |
| Endwagen |       |        | mit Panto |       |       |       | mit Panto | Bistro |       |       | Endwagen |
| 2. KI    | 2. KI | 2. KI. | 2.10      | 2. KI | 2. KI | 2. KI | 2.10      | 1. Kl. | 1.10. | 1.10. | 1. KI.   |

Build a prototypical 12-car ICE 4 train with extra ICE 4 cars (see page 231)





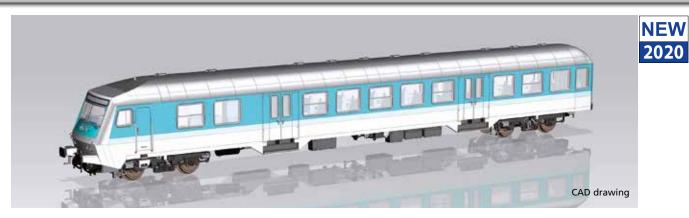


58592 Br 412 ICE 4 Matching car set DB AG VI 58593 ─ Br 412 ICE 4 Matching car set DB AG VI



# WITTENBERGER CAB CAR





Car is equipped for installation of interior lighting kit # 56293 (see page 423)

For all DC cars:

358 303 ()

For all AC cars:

358 303 (C) EED F

 Matching commuter cars # 57696 & # 57697 in mint paint scheme are found on page 272.

#### The Model:

PIKO has answered the call of many model railroaders for a new H0 scale Wittenberg cab car! The PIKO Wittenberg cab car is based on an n-car body and is now part of our highly detailed Expert line. It has a full scale-length body, full interior, highly detailed truck sideframes, and separately applied hand railings. The Wittenberg is the perfect

complement to PIKO n-cars but it can also be used with bi-level cars; just like the prototype! The model is designed for easy installation of an interior lighting kit and features directional LED red/white headlights as well as a DCC interface for the installation of a #56124 decoder.



58520 Wittenberger cab car DB AG VI 58521 ☐ Wittenberger cab car DB AG VI



**58506 "x" Cab car 2nd cl. DB AG V, traffic red,** version with singular headlight housings **58507 № "x" Cab car 2nd cl. DB AG V, traffic red,** version with singular headlight housings

58504 "x" Passenger car 2nd cl. DB AG V, traffic red 58505 "x" Passenger car 1st/2nd cl. DB AG V, traffic red

#### The Model:

Go downtown the environmentally-friendly way with the S-Bahn! H0 scale citizens on your layout can now do this with the new x-cars from PIKO. The new x-cars are highly detailed scale-length replicas that feature full interiors, separately applied hand railings, and exceptional underbody detail. Each car rides on highly detailed free rolling trucks and is equipped for the easy addition of an interior lighting kit.



Beginning in 2020, the new PIKO close coupler will be available for retrofitting all of our rolling stock! Be amazed!
(see page 421)

For coaches:

1358 282 (C)

For cab cars:

358 290 (A) F

The passenger cars are equipped for installation of interior lighting kit # 56291 (see page 423)

The cab car is equipped for installation of interior lighting kit # 56292 (see page 423)







58388 3-car set: 2x "x" Passenger car and "x" Cab car S-Bahn Nürnberg DB IV

Matching BR 141 S-Bahn Nuremberg electric locomotives # 51526 & # 51527 are found on page 118

#### **The Prototype:**

Along with the full 24.5 m-(80 foot) long coaches, matching cab cars for S-Bahn trains were ordered right from the start. These have a dead weight of 31,100 kg (68,563 lbs.) and a length of 25.26 m (82 feet). A total of one hundred eighteen cab cars were delivered to the Rhein-Ruhr and Nuremberg S-Bahn systems along with their pre-production cab cars and the four different series of matching coaches. These cars, along with x-cars, make a full S-Bahn train. The cab cars have a standard locomotive control

stand and a time-sensitive train control system linking the cab car with the locomotive via a UIC signal line. In contrast to a four-compartment coach, the cab car has three large compartments. After 2011, cars from the third and fourth series were modernized by Nuremberg S-Bahn. Also, twelve cars received new interiors and are currently in use on the S 2 Line.



58500 "x" Passenger car 2nd Class DB AG IV 58502 "x" Passenger car 1st/2nd Class DB AG IV

# SET EW I CARS









96787 3-car set EW I Passenger Car BLS / SBB 1st cl., 2nd cl. & dining car Chäs Express IV 96787AC 
☐ 3-car set EW I Passenger Car BLS / SBB 1st cl., 2nd cl. & dining car Chäs Express IV

Photo on left shows 2nd class car; photo on right shows dining car



#### Note:

Sets include interior lighting and close couplers. AC sets feature current-conducting couplers!





#### SET EW I CARS







All passenger cars are equipped for installation of interior lighting kit # 56286 (see page 423)

For all cars

₩ # 56063

#### **EXCLUSIVE SETS -**

all models on this double page are only available in Switzerland

96788 3-car set EW I Passenger Car BLS 1 x 2nd cl. & 1 x 1st/2nd cl. & 1x BN 2nd cl. IV 96788AC ☐ 3-car set EW I Passenger Car BLS 1 x 2nd cl. & 1 x 1st/2nd cl. & 1x BN 2nd cl. IV

#### The Prototype:

The Einheitswagen I (successors to the 1936-era Light Steel Cars) were built from 1956 to 1967 and were painted in typical SBB Green. Pioneering concepts in passenger car construction were used for the first time with the EW I. The cars featured a large passenger compartment, bench seats upholstered with artificial leather, and thermostatically-controlled air circulation systems. The passenger compartment was divided by a glass partition between the smoking and non-smoking compartments. The side entry doors were centered above the trucks, and restrooms were located at both ends of the car. The cars had a weight of 28-32 tons and were designed for speeds up to 140 km/h (86 MPH). While all EW I trucks were equipped with coil springs, first class cars had secondary torsion bar suspensions located between the trucks and the bolsters. Second-class cars had secondary coil spring suspensions located between the trucks and bolsters.





# SET EW I WAGEN





96786 2-car set EW I Passenger Car 2nd cl. SBB IV, green
96786AC 

2-car set EW I Passenger Car 2nd cl. SBB IV, green





96782 2-car set EW I Passenger Car 2nd cl. Typ B SBB IV, green



#### **The Prototype:**

The pioneering concept of "IC '79" was introduced at the beginning of the 1979 summer timetable by the Bundesbahn with the famous slogan "Jede Stunde, jede Klasse" ("Every hour, every class"). This new concept was necessary because purely first class intercity service had been discontinued due to low ridership. Along with the introduction of second class cars, train schedules were revised to hourly intervals. Envisaged reductions of travel times were realized by the expansion of many routes and increased maximum speeds.

To save even more time, these fast trains no longer had baggage cars or mail cars. They were divided into first class, second class, and dining car blocks for quicker passenger transfer at major train stations. The main stations at Hannover, Dortmund, Cologne, Mannheim, and Würzburg were set up as connecting railroad stations, at which the cars of the respective class were spotted directly opposite each other across the platforms. This concept reduced transfer times from IC train to IC train. In 1985, following the successful implementation of this system, the IC network was extended from four to five lines. The IC network is still a pillar of long-distance travel on the Bahn to this day.

#### All Cars:



PIKO # 59196/59096 Flixtrain BR 193 electric locomotive (page 143) and PIKO Flixtrain IC passenger cars are perfect for building an HO scale train from FlixMobility GmbH, which has been in operation since March 2018. The eye-catching green color scheme combined with PIKO's customary high level of detail will make for a visual highlight on your layout.



Matching Locomotive # 59196 / # 59096



59673 IC Corridor coach 2nd cl. Flixtrain VI; ₩ # 56060

Equipped for installation of interior lighting kit # 56281 (see page 423).





59667 IC Avmz 111 Corridor coach 1st Class DB IV, Orient red; 

+ # 56060

Equipped for installation of interior lighting kit # 56281 (see page 423).



59668 IC Apmz 121 Coach 1st Class DB IV, Orient red; ₩ # 56060

Equipped for installation of interior lighting kit # 56282 (see page 423)



Equipped for installation of interior lighting kit # 56283 (see page 423)



59670 IC Bpm 291 Corridor coach 2nd Class DB IV, Orient red; ₩ # 56061

Equipped for installation of interior lighting kit # 56282 (see page 423)



# 59671 IC Bm 235 Corridor coach 2nd Class DB IV, Orient red; ₩ # 56060

Equipped for installation of interior lighting kit # 56281 (see page 423)



# 59672 IC Bm 235 Corridor coach 2nd Class DB IV, Orient red; ₩ # 56060

Equipped for installation of interior lighting kit # 56281 (see page 423)



#### IC 182 Prinz Eugen



58386 3-car set IC Passenger Car: 1st cl., 2nd cl., Dining Car DB IV









Equipped for installation of interior lighting kit # 56281 (see page 423)



Equipped for installation of interior lighting kit # 56282 (see page 423)



Equipped for installation of interior lighting kit # 56283 (see page 423)

Now with new car number. Matching car for "Ernst Barlach" InterCity train



Equipped for installation of interior lighting kit # 56283 (see page 423)



Equipped for installation of interior lighting kit # 56282 (see page 423)



Equipped for installation of interior lighting kit # 56282 (see page 423).

**IC 182 Prinz Eugen** 











The prototypes for this new series of passenger cars were developed using a modular concept for the car interiors. Cars that had an even number of compartments could be evenly divided into two different classes or be divided into a baggage area and a passenger area. The new cars were built to dimensions that were later adopted as UIC-X conventional designs. Rubber tube diaphragms replaced the old accordion-style diaphragms of pre-war passenger cars, and the side entry doors were mounted flush with the car sides. The innovative design of the cars' interiors was reflected in the six Bremshey extendable seats installed in each compartment. The new class of cars could be heated by either steam or electricity.





59645 Express Coach Bm 232 DB IV

59644 Express Coach Abm 223 DB IV

# NEW 2020

#### **Alternate Version**



59646 Express Coach 2nd cl. Bm234 DB IV, ocean blue-beige

# **EXPRESS COACHES**



For all Express coaches: ₩ # 56060



Equipped for installation of interior lighting kit # 56144 (see page 422).



59638 Express Coach 1st cl. Am202 DB III



59639 Express Coach 1st / 2nd cl. ABm223 DB III



59640 Express Coach 2nd cl. Bm232 DB III



59641 Express Coach 2nd cl. / Baggage car BDms272 DB III



59642 Baggage car Dm902 DB III



59643 Express Buffet Coach ARm216 DB III



59620 Express Coach 1st Cl. Aüm202 DB IV



59621 Express Coach 1st/2nd Cl. ABüm223 DB IV



59622 Express Coach 2nd Cl. Büm232 DB IV



59623 Express Coach 2nd Cl./Baggage car BDüms272 DB IV



59625 Express Buffet Coach ARum216 DB IV

# **EXPRESS COACHES**



For all Express coaches: ₩ # 56060



Equipped for installation of interior lighting kit # 56144 (see page 422).



59624 Baggage car Düm902 DB IV



59633 Express Coach 1st / 2nd Cl. ABüm223 DB IV



∑ 59634 Express Coach 1st / 2nd Cl. ABüm223 DB IV



59635 Express Coach 2nd Cl. Büm232 DB IV

#### **The Prototype:**

Starting in 1951, the young DB began buying passenger cars for fast train traffic. These first new passenger cars of the DB were 26.4 meters (87 ft.) long. Besides the customary entrances at the ends of the car, they also had entryways in the middle of the car. The cars featured a welded all-steel design with rubber tube diaphragms and had Minden-Deutz (MD 32) trucks, which allowed for a maximum speed of 140 km/h (87mph). However, due to the use of D 62 generators, the maximum speed was restricted to 120 km/h (75 mph). The cars could be heated electrically or by steam. At first, the new cars were used for light fast commuter trains. By 1958, a sufficient number of D train cars of the m-design ware available, so the center-entry cars could be used for other types of trains. The cab control cars were often operated with rebuilt coaches or Silberling cars in commuter trains. During the 1970s and 80s, the BDylbf cab control cars had their control stands removed. Gradually, all the center entry cars of this design migrated toward secondary service because they had no door locking devices. They were finally retired by the DB AG in 1994. Today, several center entry cars have been preserved as museum pieces in operational condition.



59687 B4ym Center-entry coach 2nd Class DB IV



59689 B4ymf Center-entry cab car 2nd Class DB IV



59688 AB4ym Center-entry coach 1./2. Class DB IV

# CENTER ENTRANCE CAR







Equipped for installation of interior lighting kit # 56280 (see page 423).

For all cars:

303 ()

For all cab cars:



59680 Center entry car 2nd cl. Bym DB IV





59682 Center entry cab car 2nd cl. Bymf DB I

59681 Center entry car 1st / 2nd cl. ABym DB IV

Class yl center-entry cars are the first DB passenger cars with a 26.4 meter (87 ft.) length to be offered as full-scale-length H0 models by PIKO





∑ 59684 DB Center entry car 2nd cl. B4ym III

∑ 59685 DB Center entry car 1st / 2nd cl. AB4ym III

∑ 59686 DB Center entry car 2nd cl. B4ymf II

- highly detailed
- authentic paint scheme and lettering
- multiple cab designs for the control cars
- directional LED white/red lighting
- true 1/87 scale length

**INFO** 

All cars: ₩ # 56060

All coaches:



Cab cars:





57677 Commuter train cab car 2nd Class TRI VI

matching locomotive: # 52520 (see page 203)



57675 Passenger Car 2nd cl. DB AG VI 57676 Passenger Car 1st/2nd cl. DB AG VI







57696 Passenger n-Car 2nd cl. DB AG V, mint green 57697 Passenger n-Car 1st/2nd cl. DB AG V, mint green

For matching cab cars # 58522 & # 58523 in mint paint scheme, see page 255





57650 Passenger Car 2nd Cl. Bnb720 DB IV 57651 Passenger Car 1st/2nd Cl. ABnb703 DB IV



57655 Passenger Car 1st/2nd Cl. ABnrzb704 DB IV 57654 Passenger Car 2nd Cl. Bnb719 DB IV



57668 Passenger Car 2nd Cl. B4nb DB III 57669 Passenger Car 1st / 2nd Cl. AB4nb DB III



57653 Passenger Car 2nd Cl. BDnrzf740 DB IV 57652 Passenger Car 2nd Cl. BDn738 DB IV



57667 Cab Control Car 2nd Cl. BD4nf DB III



96617 Passenger Car 2nd Cl. CFL IV

**Exclusive model** - available only in Luxembourg







For AC-BR 245:







Equipped for installation of interior lighting kit # 56284 (see page 423)

Picture shows the 112Ag Awxzd-car

58389 2-car set Passenger Car: 111A PKP & 112A PKP IV

#### **The Prototype:**

The 111A (2nd class) and 112A (1st class) passenger car series built from 1962 to 1989 have served as the backbone of Polish passenger traffic for many years. Today the cars are mainly used by PKP Intercity and RU Przewozy Regionalne. The cars are based on the predecessor class 104A and have undergone modifications to their type of heating, their door styles, and their interior designs. A total of 2,825 copies of this type of car were produced; of which about 1,500 units are still in use.

For all cars: <del>←</del> # 56060







97613 Passenger Car 112A PR VI





97611 Passenger Car 111A PKP IV, Matching car to the sets





97612 Passenger Car 111A B10 Przewozy Regionalne VI







97600 Passenger Car 111A PKP V



97601 Passenger Car 112A PKP V



97602 Passenger Car 111A PKP IV



97603 Passenger Car 112A PKP IV



97604 Passenger Car 111A PKP Intercity VI



97605 Passenger Car 112A PKP Intercity VI



97606 Passenger Car 110A PKP Intercity VI



97607 Dining car 113AM PKP Intercity VI



58390 Passenger Cars set: 111A PKP IV





Equipped for installation of interior lighting kit # 56284 (see page 423)

Photo shows the 104Af car

58391 2-car set Passenger Car: Dining Car 113AM PKP V & 104A PKP IV

#### The Model:

There are now attractive, high-quality H0 models of the PKP's 104A, 110A, and 113A passenger cars thanks to these new releases from PIKO. Each car features an outstanding finish and razor-sharp lettering, crystal-clear windows, separately applied hand railings, underbody details, matching step treads, roof vents, and a correct interior. The models ride atop highly detailed free-rolling trucks and feature close-coupling mechanisms. They are designed to easily accept interior lighting kits. Now you can accurately model various long-distance and regional passenger trains of the PKP in a prototypical manner.



97608 111A Passenger car PKP V

For all cars: ₩ # 56060





97609 104A Sleeping car PKP IV



97610 111A Passenger car PKP IV

#### PASSENGER CARS 120A PKP





Equipped for installation of interior lighting kit # 56148 (see page 423)



96648 Passenger Car 120A 2nd Cl. Bwixd PKP IV 96649 Passenger Car 120A 2nd Cl. Bwixd PKP IV



96650 Passenger Car 120A 2nd Cl. Bdh PKP V 96651 Passenger Car 120A 2nd Cl. Bh PKP V



96653 Passenger Car 120A 2nd cl. B9 PKP V 96652 Passenger Car 120A 2nd cl. B11 PKP V



96656 Passenger Car 120A 2nd cl. B11 IV 96657 Passenger Car 120A 2nd cl. B9 IV



96658 120A Passenger car PKP V



96659 120A Passenger car - with new numbering - PKP V

# **BI-LEVEL COACHES**



For all cars:

| 358 | 308 | (?) |
| # 56061



Equipped for installation of interior lighting kit # 56102 (see page 422).

97057 Bi-Level Coach PKP Stacja Racibórz V



97085 Bi-Level Coach 2nd Cl. PKP V 97086 Bi-Level Coach 2nd Cl. PKP V, with new numbering



97059 Bi-Level Coach PKP PR V-VI

# **CORAIL CARS**





The passenger cars that entered service with the French State Railroads in 1975 were called Corail cars. The word Corail is a conjunction of "Confort sur Rail" ie. Comfort on the Rails. The Corail cars were the first 26.4 m (86 ft.) passenger cars in France and were given the UIC designation Z. They were painted in grey and white with orange ends. The SNCF bought both general coaches and compartmentalized coaches. A spotting feature of the early-production cars are their offset, retracted doorways.

#### For all cars:

358 303

₩ # 56060



97105 2-car set Corail Car: 2 x 2nd cl. PACA SNCF VI

#### **EXCLUSIVE MODELS -**

all models on this page are only available in France

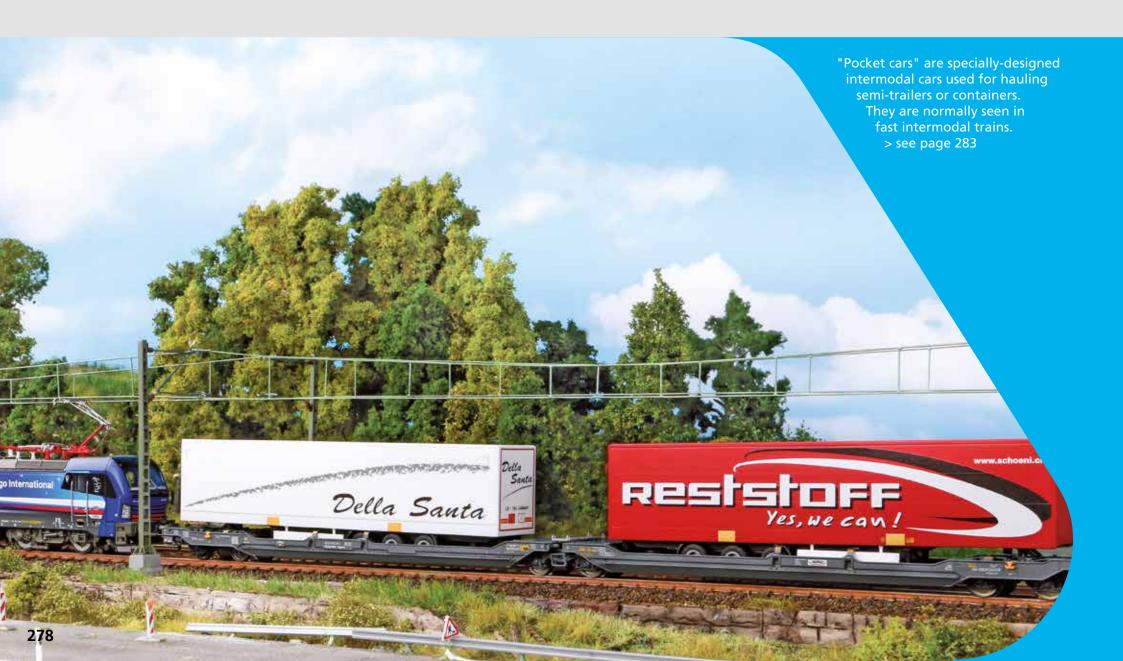


97106 Corail-Car TER Alsace / Grand Est SNCF VI





58655 2-car set Corail Car: Rhône-Alpes, 1st cl. & 2nd cl. SNCF VI





# Detailed freight cars for all purposes – Only the finest models for discerning model railroaders

- > Innovative and reliable technology
- > Highly detailed prototypical models
- > Reasonably priced



Falns hopper cars often run in long unit trains. VTG is a major owner of this type of car, and they have painted their fleet in an eye-catching light blue scheme that is sure to be a highlight on your layout.

> see page 294





A mixed freight train without tank cars is unthinkable on any model railroad. The Polish 406R looks good in any consist; not just a PKP train. > see page 289





#### **The Prototype:**

Among the most common freight car types in Europe are the Eaos gondolas. The open four-axle cars are used to transport moisture-resistant loads such as wood, scrap, steel, or bulk materials. The design was standardized in the 1970s with a sidewall height of 2 m (6 and ½ ft.) and a continuous top brace around the perimeter of the car body. The chassis is a UIC standard 571-2 underframe that rides atop various trucks like the Minden-Dorstfeld or the Y 25. Cars also feature slight variations in their superstructures such as one set of side doors or two, and differing types of side ribs. From 1978 onward, the Bundebahn procured a total of 7000 Eaos cars; first in their original configuration and later as modified cars such as the Eas.

#### The Model:

The Eaos gondola is one of the most common European freight cars, and it deserves a place on every layout set in Era IV to the present. So, it was only natural that PIKO would release an all-new HO model of this important freight car for 2020. The excellent detailing and lettering make for an authentic replica of the Eaos in 1:87 scale. One of the particularly fine components of the model are the highly detailed, free-rolling Y 25 trucks. Close coupling mechanisms on both ends of the car allow for prototypical buffer-to-buffer operation. AC replacement wheelsets are available. Over the next few years, model railroaders can look forward to numerous more colorful versions of the Eaos gondola.



# **GONDOLA Eaos**









Picture shows: # 58383 2-car set Gondola: Eaos-x 051 DB AG VI 58383 2-car set Gondola: Eaos-x 051 DB AG VI

58380 2-car set Gondola: Eaos DB IV

58381 2-car set Gondola: Eaos DB IV

58382 2-car set Gondola: Eaos FS V

## ARTICULATED WELL CAR

#### **The Prototype:**

EXPERT

The first intermodal cars designated "Articulated Well Cars" were purchased by the Deutsche Bundesbahn in 1972. Designed as modern freight cars with high speed trucks, they belong to the group of intermodal cars used for the transport of semi-trailers. Their UIC classification is Sdgs, which indicates they can also transport containers with a length of up to 60 feet. Semi-trailers are loaded into shallow "wells" that comprise the body of both sections of each car. The relatively close position of each well to the

top of the rail guarantees a low center of gravity; ensuring safer transport of trailers and containers at higher speeds. The T 3000 Sdggmrss738 articulated well car was a further development of the T 2000 well car, and it can transport modern "mega trailers" with an inner height of 3 meters (10 ft.). The cars are primarily used in unit intermodal trains at speeds of up to 100 km/h (62mph).



54778 Pocket Flat Car T3000e TXL VI, with two Schockemöhle trailers



# ARTICULATED WELL CAR



#### The Model:

The PIKO T 3000 Sdggmrss738 articulated well car has all the features of a precision H0 model. To ensure stability and reliable tracking, our well car has a metal frame along with separately applied etched metal details. The car comes loaded with two semi-trailers and features movable container support pins atop the sidewalls; in the event the modeler wishes to load containers.





54779 Pocket Flat Car T3000e Wascosa VI, with two AMBROGIO trailers



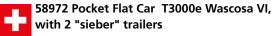
58955 Pocket Flat Car T3000e Nacco DB Cargo VI, with two Willi Betz trailers





58956 Pocket Flat Car T3000e Hupac VI, with two SCHÖNI & DELLA SANTA trailers





## HIGH-CAPACITY BOXCAR 401K PKP



58375 2-car set High-capacity boxcar: 401Ka Gags-t, PKP Cargo VI



58376 2-car set High-capacity boxcar: 401Ka Gags-t, PKP IV

#### **The Prototype:**

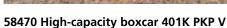
The guiding design principles for the 401K double-door boxcar were established in 1962 with the aim of producing a four-axle boxcar that could travel at 100km/h (62MPH) and be used for the export of bulk grain. In addition, the car would also be used for general freight and other moisture-sensitive loads. The design met international standards and featured a welded frame, wood sheathing, a steel roof with four 600mm (2 ft.)-diameter loading hatches, eight underbody discharge chutes, and side vents. The two sliding doors located on each side were especially useful for unloading when the cars were run in unit trains.

Several of the cars were equipped with steam or electric heaters. During their construction period, there were a number of modifications including the use of automatic couplers and Y25 trucks. Other cars (401Ka) had six roof hatches. In 1978, five-hundred 401Ka/1 boxcars were manufactured for the Soviet Union and placed in Eastern Block "OPW" pool service. The total number of Polish cars that were more than 16 m (52 ft.) long and weighed 23 tons amounted to 18,338 cars; of which 17,029 were 401Ka boxcars.

# HIGH-CAPACITY BOXCAR 401K PKP









58471 High-capacity boxcar 401K PKP VI

#### **The Model:**

PIKO's new 401K boxcar is a model of an important Polish freight car that can be used not just on PKP-themed layouts but on any Continental HO layout that features international traffic. The highly detailed 1:87 scale car is a thoroughly convincing replica of the prototype. It sports a fine paint scheme and crisp lettering, separately applied grab irons, cable anchors, and etched metal brake wheels, as well as highly detailed truck sideframes, close-coupling mechanisms, and free rolling wheelsets. The 401K is ideal for both mixed freight trains and unit trains.

All Cars: [358 190

## FLAT CAR 401Z PKP



#### **The Prototype:**

Conceived as a special purpose car, the 401Z proved flexible in a number of roles. The car could be equipped with removable sidewalls; turning it into a gondola for transporting bulk goods such as iron ore, gravel, and sand. When the sidewalls were replaced with stakes, the car became a flatcar for transporting logs, pipes, and rails. Without the sidewalls or stakes, the cars reverted to their main role as heavy duty military flat cars, with 36 tons carrying capacity. Additionally, the cars could be seen transporting construction equipment like excavators and bulldozers. Altogether, 7736 cars of types 401Z, 401Z1, 401Za and 401Zb were built in different variations. Several cars were equipped with heated floors to aid in the unloading of bulk goods during winter.













58412 Low-side gondola 401Z Eamos PKP V

# FLAT CAR 401Z PKP







**∑**58410 Gondola 401Zk PKP Cargo VI



**∑** 58411 Low-side gondola 401ZI PKP VI





58414 Stake Car 401Z PKP IV



58416 Gondola 401Zk Eamos PKP V



58417 Stake Car 401Ze Rmmps (PPzk) PKP IV

## TANK CAR 406R PKP





58384 2-car set Tank car: (406Rb) GATX Rail Poland VI

#### **The Prototype:**

The Zas (406R) tank car made by Polish manufacturer Swidnica is a four-axle UIC type Za car used for transporting liquids and gases. They can be loaded from above or below. Unloading is done either through the lateral drain valves located at the bottom of the tank or by means of a pump. The car measures 12.34 m (40 ft.) long and 4270 mm (14 ft.) tall and can travel up to 100 km/h (62 mph). Four metal straps secure the tank to the frame.

The cars entered service between 1964 and 1981.

They typically haul petroleum and industrial chemicals, but specially-equipped versions haul molasses and vegetable oil. Many of these cars remain on PKP's roster while others are now owned by private firms. They typically operate in unit trains.



58454 Tank car (406Rb) PKP IV



58455 Tank car (406Ra) Zaes TANKPOL LOGISTICS (PKP) V

## TANK CAR 406R PKP





All Cars:





#### The Model:

PIKO has brought yet another important Polish freight car to HO scale with the new 406R tank car. The highly-detailed model features a straight horizontal tank, separately applied steps, ladders, railings, and etched-metal platforms. The underframe features full brake rigging and discharge valve piping. Each car wears an authentic paint scheme with razor-sharp lettering and features NEM close coupler mechanisms and free rolling trucks.



**≥ 58450 Tank Car Zas (406R) PKP IV** 



58452 Tank Car (406R) Zaes Baltkolor S.A. V



**∑** 58453 Tank Car (406R) Zas PCC Spedkol PKP V



58370 Tankcars 2-car set Zas (406R) DEC PKP V

The M-113 Armored Personnel Carrier (APC) was developed by FMC (Food Machinery Corporation; not Ford) and Kaiser Aluminum in the late 1950s. It was based on the M59 and M75 APCs. The M-113 represented the first modern armored personnel carrier. About 80,000 M-113s have been produced in multiple variations since its introduction. In 1963, the Swiss army procured a series of eight hundred M113s and named them the Schützenpanzer 63. They later added seven hundred more units to their inventory.

At first glance the Swiss Schützenpanzer 63 may look identical to the basic M113, but it is a significantly modified version. Among other things, it received additional armor, a new engine and transmission, two external fuel tanks, fog lights, and a reinforced chassis. The Command version differed even more as it received an interior table, additional radio equipment, and other upgrades.

#### **All Cars**: ₩ # 56060



#### **EXCLUSIVE MODEL -**

All heavy-duty flatcars loaded with military equipment on these two pages are only available in Switzerland.



96691 Armored vehicle transport car Slmmnps-y, N°.:-33 85 463 2 030-4, SBB-LBA VI, loaded with armoured command vehicle 63/89

## FLAT CAR SBB







96689 Armored vehicle transport car Slmmnps, car no. 33 85 473 4 141-6, SBB Ep. VI, loaded with Pz87 Leopard tanks



96690 Armored vehicle transport car Slmmnps-y, Car no. 31 85 473 2 014-9, SBB Ep. VI, loaded with Hägglunds Spz2000 armored infantry fighting vehicle

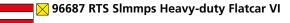


96683 Flat Car Slmmnps Slmmnps SBB IV - V, loaded with plain tanks 57 Nr. 224



96686 Armored vehicle transport car Slmmnps SBB IV-V, loaded with Henschel truck HS 3-14 with crane







96688 Slmmnps-y Flatcar SBB VI

#### **The Prototype:**

The modern European chemical tank car with a V4A chromed nickel steel tank is an indispensable piece of rolling stock for the chemical industry. The car weighs 24.5 metric tons (27 US tons) and can carry 72 m³ (19.020 US Gal.) of product. Each car is insulated and equipped with heating coils. The funnel-flow-style tank features a 1.5% slope to the center of the tank for complete product unloading. The cars are equipped with noise-reducing, environmentally-friendly K-Sohle composite brakes.



54768 Chemical Tank Car Zacens
"LKAB" VI



54760 Chemical Tank Car "VTG" VI



58975 Chemical Tank Car Zacens "ORV Moers" VI

Photo shows actual size of the model

All cars: ₩ # 56061

All cars: [358] [189]

#### CHEMICAL TANK CAR



#### The Model:

PIKO's new chromed chemical tank car is the first H0 model of this important Era VI freight car to be offered by a major manufacturer. The highly detailed model features a realistic high-gloss chrome finish and many separately applied detail parts such as the hand railings, ladders, brake system, and tank piping.

Free rolling trucks with metal wheels and correct weighting ensure excellent tracking qualities. No Era VI freight train is complete without this car. Its widespread use on both domestic and foreign railroad systems make this car a must for all modern-day HO layouts.



**∑** 58950 Chemical Tank Car Zacens "RTI" VI



**∑** 58951 Chemical Tank Car "Kronospan" VI



## 4-BAY SIDE HOPPER Falns

#### The Prototype:

The Falns hopper cars are made by Transwagon Bulgaria and are owned by many railcar leasing companies. They represent some of the most modern hopper cars in Europe. The Falns typically operate in unit trains transporting bulk commodities like coal, coke, ore, and gravel.

#### The Model:

PIKO's Falns is the first model of this high-capacity side-discharging hopper car in H0 scale. In addition to its highly detailed body, saddle-shaped floor, prototypical color schemes and lettering, the model features close coupler mechanisms and functional unloading flaps that can be activated with the # 61122 unloading ramp.

All cars: ₩ # 56061





54670 4-Bay Side Hopper Falns "VTG" VI

#### 61122 Unloading Ramp for Hopper Cars

Operating model of a weathered concrete unloading ramp. When PIKO hopper cars are pushed across the gantry, they are unloaded automatically. Rail or road vehicles spotted under the platform can be loaded automatically from the discharging hopper cars above.



21 x 2,8 x 3,9 "



**∑**54677 4-Bay Hopper Falns NIAG VI





54678 4-Bay Hopper Falns "SD" VI

## FLAT CAR Sgnss



#### **The Prototype:**

This multimodal freight car is based on the Flex Freight System by WASCOSA; one of the most modern freight car concepts worldwide. The basic design is a 60' flat car that can carry containers of any length, or be modified to carry pulpwood and logs. Thanks to its 17 ton weight, the car can carry the highest payload of its class in Europe. Each car is equipped with numerous braces for carrying different lengths of swap bodies. Common uses for the car are carrying open and closed containers, automobile transport, and general flatcar use.

#### The Model:

As a PIKO Expert model, the WASCOSA flatcar comes in two versions; a container car and a pulpwood car. Both versions showcase classic PIKO quality in every detail. The highly detailed model wears the modern WASCOSA orange paint scheme. If the modeler wishes, the car can be used for different types of loads.

All Cars: ₩ # 56061



**Exclusive model** - available only in Switzerland







95330 Flat Car Sgnss "Wascosa" VI, w 3x20' containers "Cargo Domino"

EXPERT

## HIGH PRESSURE TANK CARS 120 m<sup>3</sup>

Currently, the largest pressurized gas tank cars in Europe are these modern tank cars with a 120 cubic meter (262 sq. ft.) capacity. Their design and construction meets international railroad administration guidelines for safety and operating clearances. The cars are marked with horizontal orange stripes running horizontally along the middle of the tanks. They have a 35.2 metric ton (39 US ton) net weight and a 90 metric ton (99 US ton) gross weight.

**All Cars:** ₩ # 56061





≤ 54667 High Pressure Tank Car Zags "Tyczka" VI, w/o sun canopy



54668 High Pressure Tank Zags "Nacco" Ep. VI, w/o sun canopy





58973 High Pressure Tank Car Zags Nacco NL VI, w sun canopy

## HIGH PRESSURE TANK CARS 120 m<sup>3</sup>



The cars feature welded construction with internal reinforcing rings for additional strength. The tank body functions as the structural frame of the car. The upper parts of the tank are insulated to minimize solar heat gain. Both sides of the car have complete sets of valves and fittings to allow loading and unloading from either side. Due to their unique role, the cars are shipper-owned.



54669 High Pressure Tank Car Zagns "On Rail" VI





≥ 58953 High Pressure Tank Car Zagkks "Aretz" VI, w/o sun canopy



58960 High Pressure Tank Car Zags ČD V, w/o sun canopy



58974 High Pressure Tank Car Zags Trasfeimer FS VI, w sun canopy

## HIGH PRESSURE 62M3 TANK CARS & SWING-ROOF HOPPERS



Exclusive model - available only in Belgium



97095 High Pressure Tank SNCB III

358 146

Photo shows actual size of the model

In 1998, faced with an increasing need for cars to transport bulk goods like potash, DB-Cargo bought about 3,000 new four-axle "swing-roof" covered hopper cars from the Niesky Wagon Construction Company. These cars are ideal for transporting moisture-sensitive bulk materials like corrosive granular salts. To protect the cars, the components that are most susceptible to corrosion damage are constructed from a special corrosion-resistant steel alloy. The swing-roof opens wide for quick loading, and the four central unloading hatches are operated in pairs by large hand wheels. The car's body features a smooth surface in order to facilitate cleaning of the exterior. All these cars are used by DB-Cargo for transporting potash; particularly to Belgium and Holland.

#### For Swing Roof Hoppers:

**₩** # 56061





54631 Swing-Roof Hopper Tanoos "Nacco" DB AG V



54630 Swing-Roof Hopper Tanoos896 DB AG V

#### 2-BAY SIDE HOPPERS



In 1959, the Bundesbahn's Kaiserslautern Car Shops began construction of 3551 two-axle self-discharging hopper cars. The cars featured funnel-shaped hoppers and center-mounted discharge chutes They were intended for use in transporting bulk goods such as coal and gravel that are not affected by moisture. When it became apparent that the number of cars built was not sufficient, the Bundesbahn ordered another 2950 cars from private manufacturers. These were designated Otmm64 but did not differ significantly in their construction from the Otmm61.

Along with the Otmm 61/64, a total of 1,882 Ktmm 65 cars were built to the same specifications, but with clamshell roofs. They were to be used for transporting moisture-sensitive goods such as grain. The open cars were reclassified in 1968 as Ed 087/089, and in 1980 as Fc 087/089. Between 1983 and 1986, the DR bought 1,850 cars from the DB and classified them as Fc (6342). In 1994, these cars became property of DB AG.





54641 2-Axle Hopper Fc087 DB IV



54643 2-Axle Hopper Fc087 DB V







58377 3-car set 2-Axle Hopper: Fc PRESS VI

## SIDE DUMP GONDOLA



All Cars: ₩ # 56061



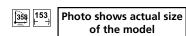
58344 Set Side-Dump Gondolas Fakks127 DB AG V, weathered



54601 Side-Dump Gondola Fakks127 DR IV



54604 Side-Dump Gondola Fakks127 DB AG V



153 - 1 Lim

#### SELF-UNLOADING COAL CARS



Between 1896 and 1908, the Prussian State Railways procured a total of 145 side-dump hopper cars based on the design of the Ce 91. The car's design necessitated an unusual placement of the car's axles, which were situated between the discharge bays. The leaf springs were located under the journal bearings; not above them, as was was customary. The unloading doors were

operated through a system of rods. The discharge bays enabled gravity assisted unloading. The DRG classified these cars as Otm Mainz, while the DB classified them as Ot 03. The latter operated the cars until 1964. Many cars remained with the DR, which designated them Ot 45. The last DR car was retired in 1966.

All Cars: <del>←</del> # 56061





54620 Self-Unloading Coal Car Ot03 DB III

Photo shows actual size of the model



54625 Side Dump Car Ot03 DB III, w Brake Cab

## **4-AXLE COVERED HOPPERS**

All Cars: ₩ # 56060



Beginning in 1953, the DR (Deutsche Reichsbahn) began purchasing so-called "saddle floor" KKt22 covered hopper cars from VEB Waggonbau Niesky. The cars were loaded through four hinged flaps on the roof that were opened manually. The cars were unloaded from the brakeman's platform via a large hand wheel, which opened two discharge gates on the base of the hopper bay. These cars ran in unit trains, which more often than not appeared white than brown, due to the cargo being hauled. By 1994, all cars had been retired.



54320 4-Axle Covered Hopper KKt22 DR III



54322 4-Axle Covered HopperTad5830 DR IV

## 3-BAY HOPPER CARS



All Cars: ₩ # 56061



In 1994, the DB AG began purchasing 1000 new Facns133 open hoppers for the transport of aggregates such as gravel. The purchase was part of a plan to modernise DB AG's entire fleet of rolling stock. The new hoppers measured 16000 mm (52 ft.) over the buffers, weighed 22 metric tons (24.3 US tons) and featured a 55 cubic meter (156 cubic feet) loading capacity. Their superstructure is made completely of stainless steel to prevent rusting. The load is unloaded at a regulated rate on both sides of the car through discharge chutes.



Cargo Eusekies

54341 3-Bay Hopper Facns133 DB AG V

54344 3-Bay Hopper Facn "ELBE KIES" DB Cargo V



54343 3-Bay Hopper Facns133 DB AG VI

#### EXPERT

#### The prototype:

Prior to the development of the modern silo car, granulated freight had to be transported packed in bags or in hinged cover gondolas. In order to make loading and unloading more efficient, special silo cars with pressurized discharge systems were built. The Feldbinder Uacns 82.4-4/1 silo car is a modern silo car with a pneumatic discharge system for accelerating unloading times. It has an 82,000 litre (2896 cu. ft.) loading capacity and 16,240 mm (52 ft.) length. The car has a dead weight of approx. 18.80 metric tons (21 US tons) and 22.5 metric tons (25 US t.) axle loading. More than 615 cars have been built to-date.





58436 Silo car Uacns Wascosa Cemex VI

- outstanding paint and lettering
- high-gloss tank
- delicate ladders
- separately applied hand railings and piping
- highly detailed trucks
- excellent running qualities

#### INFO

All Cars: ₩ # 56061

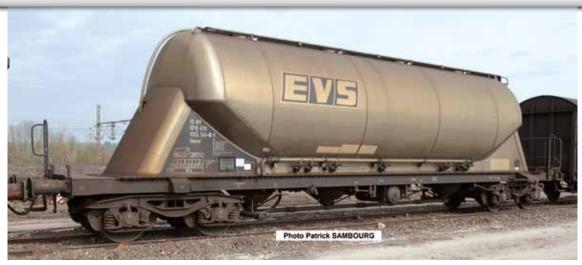




58435 Silo car Uacns Feldbinder (demonstration car) VI

#### SILO CARS





#### **Exclusive model -**

# 97096 available only in France

#### The Model:

PIKO's beautifully-detailed H0 model of the Uacns 82.4-4/1 silo car is an exact 1:87 scale replica of the real thing. When creating this model, great emphasis was placed on capturing the look of the high-gloss surface of the silo. This attention to detail is reflected in the car's outstanding finish and crisp lettering and graphics. The model features extensive underbody detail where the unloading pipes and brake system are located. The steps, ladders, hand railings, and platforms are all separately applied. This highly detailed PIKO model will look fantastic in any modern era freight train.

97096 Silo Car SNCF VI



58430 Silo Car Uacns VTG VI



**-**

Europe's Wast provider Wascosa
of freight wagon systems

Underbody detail

≥ 58434 Silo Car Uacns Wascosa VI

#### **CEMENT SILO CARS**

#### **The Prototype:**

The development of silo cars goes back to the 1930s, when the DRG decided to purchase special cars for the safe transport of moisture-sensitive powdered goods like cement. In the 1950s, as the DB was buying new Ucs 908 and Ucs 909 silo cars, the DR was simultaneously having silo cars of similar proportions built. The cars featured two silos with 12.5 m³ (57 sq. ft.) capacity per silo. They are loaded through circular hatches located at the tops of both silos. Two-axle silo cars have proven their worth over the decades and are still in service today with railcar leasing forms like KVG and VTG. They typically run in unit trains.

#### The Model:

The PIKO H0 Uce cement silo car of the DR is a completely new model which differs in its construction from the Zkz54 silo car, which is also part of the PIKO HO scale assortment. The car's short length over its buffers facilitates its use in unit trains, however, it is also seen by itself in mixed freight trains. The PIKO model features all the details of the prototype; particularly the loading hatch detail and the pneumatic unloading piping as well as the brake rigging. Both end platforms and access ladders have separately applied handrails.

All Cars: ₩ # 56060





54695 Cement Silo Car Uces9120 DR IV





54697 Cement silo car NACCO V



54696 Cement silo car NACCO V

#### **PULPWOOD CARS**





The DB AG purchased these special-purpose cars with thirty-two heavy-duty side stakes that taper slightly inwards, for the transport of pulpwood as well as for pipes and concrete poles. Reinforced bulkheads were added to prevent loads from shifting or puncturing through. Extra ratchets mounted on the sills ensure that the load stays in place.



54339 Flat Car Roos-t642 DB Cargo V, with real wood load

- separately applied grab irons
- separately applied side stakes
- tread pattern deck with load support boards
- full brake detail
- detailed load tensioning ratchets
- replica bulkheads
- authentic paint scheme and lettering

#### **INFO**

All Cras: ₩ # 56061







**Exclusive model** available only in France

## **SLIDING TARP CARS**

All Cars: [358] [139]

**NEW** 

₩ # 56061



Both sides of each car are printed with different graphics



58379 Tarpaulin Car set: "MERCITALIA" FS VI



Both sides of each car are printed with different graphics



58378 Tarpaulin Car set: "Caib & Raillion" NS V

## **SLIDING TARP CARS**





54393 Tarpaulin Car Shimmns "LogServ" DB AG V



54396 Tarpaulin Car Shimmns "LogServ" DB AG V, open



58963 Tarpaulin Car Mercitalia FS VI,

Both sides of each car are printed with different graphics





58362 2-car set Tarpaulin Car DB AG VI, weathered



■ 58365 2-car set Retractable tarp coil cars Rail Cargo Austria IV





58967 Tarpaulin Car "Express Interfracht" ÖBB VI



58964 Tarpaulin Car "Captrain" VI

**NEW** 

## **SLIDING TARP CARS**

Exclusive model -







54589 Tarpaulin Car Shimmns Rail Cargo Austria VI



58952 Tarpaulin Car Shimmns DB Cargo VI



58958 Tarpaulin Car GATX VI, w sign



95338 Tarpaulin Car Shimmns723, B V



Exclusive model -

95339 Tarpaulin Car "Rail Sider" VI







58965 Tarpaulin Car "VTG" VI, w grafitti

## **SLIDING WALL BOXCARS**







Both sides of each car are printed with different graphics



EXPERT

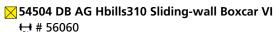
#### **SLIDING WALL BOXCARS**

The Hbills310 boxcar was developed alongside the Hbills311 boxcar to satisfy requirements pertaining to cross-border freight traffic. These cars were built according to the EBO's smaller G1 loading gauge for international service. These cars are regularly seen operating in Germany's neighboring countries.













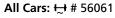


198 + +



#### MODERN TANK CARS





358 190

NEW 2020
ChemOil
Photo: Christian Ochsner

In the early nineties, the first tank cars were built with so-called "Knickkesselen" (buckled tanks) for the KVG tank car leasing company.

The tanks are designed in such a way that the two halves of the tank incline by 3°. Therefore, the tank content – primarily petroleum products – drains almost completely without additional effort. Because the cars are built using lightweight steel construction, they are able to run at higher speeds, and as such have been purchased by a number of European national railroad companies as well as numerous private shippers.



58970 Modern Tank Car "F-Ersa ERMEWA Chemoil" VI

**NEW** 2020







58968 Modern Tank Car "Caib Benelux" NS V

58969 Modern Tank Car ORV VI

All Cars: ₩ # 56061



54189 Modern Tank Car "Aral" DB AG V



54191 Modern Tank Car "ESSO" DB AG V



54194 Modern Tank Car "KVG" DB AG V



54196 Modern Tank Car "Wascosa" DB AG V



54759 Modern Tank Car "RYKO" VI



54909 Modern Tank Car "GATX" DB AG V (w new number)

## **MODERN TANK CARS**



#### All Cars:





54912 Modern Tank Car "Wascosa OMV" DB AG V



54919 Modern Tank Car "siess" DB AG V



H

58961 Modern Tank Car "Pannonia-Ethanol" SBB VI



58962 Modern Tank Car Wascosa VI





58343 Set Modern Tank Car "ESSO / Millet" B V







# The PIKO Hobby line: for active model railroaders.

- > Rugged construction
- > Easy to run
- > Realistic and accurately detailed models
- > "Pocket money" price



Now you can run modern DB AG passenger trains on layouts featuring smaller radius curves with these attractive 1:100 scale IC 2 bi-level coaches.

> see page 336





The Vossloh G 1700 dieselhydraulic features a top speed of 100 k/mh (62 mph) and is used as both a road engine and a switcher.

> see page 332





## **ELECTRIC LOCOMOTIVE BR 101**



## ELECTRIC LOCOMOTIVE BR 146 / BR 185





57835 ≥ Electric Locomotive BR 185 Metronom VI

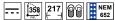




**∑**57836 **≥** Electric LocomotiveBR 185 Kassel Huskies VI

These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.

All BR 185:

















## **ELECTRIC LOCOMOTIVE TAURUS**



#### **ELECTRIC LOCOMOTIVE TAURUS**





∑57923 Electric locomotive "HectorRail" Rh 242 Taurus VI
57823 
☐ Electric locomotive "HectorRail" Rh 242 Taurus VI

These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.





For all AC-Tauri:









57918 Electric locomotive Taurus1016 CSKD / Intrans VI 57818 Electric locomotive Taurus 1016 CSKD / Intrans VI



57919 Electric Locomotive Taurus ÖBB V 57819 ≥ Electric Locomotive Taurus ÖBB V



## **ELECTRIC LOCOMOTIVE BR 189**





57268 ← Electric Locomotive BR 189 "Locomotion Cream" VI







## **ELECTRIC LOCOMOTIVE BR 189**





57862 ≥ Electric Locomotive BR 189 Bayernhafen VI



These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.





57954 Electric Locomotive BR 189 Veolia VI

## Overview of selected private railroad companies and their abbreviation

| ACTS         | Afzet-Container-Transport-Service NL          |
|--------------|---|
| ADRIA        | slowenisches Gütertransportunternehmen        |
| Agilis       | Verkehrsgesellschaft Regensburg               |
| ALEX         | Zuggattung der Vogtlandbahn                   |
| Alpha Trains | Leasinggesellschaft für Schienenfahrzeuge     |
| ARRIVA       | europäisches Eisenbahnunternehmen             |
| BEHALA       | Berliner Hafen- und Lagerhausgesellschaft mbH |
| BLS          | Bern Lötschberg Simplon Bahn                  |
| Captrain     | privates Eisenbahnunternehmen Berlin          |
| Cargolink    | norwegisches Transportunternehmen             |
| Cargoserv    | österreichisches Gütertransportunternehmen    |
| CFL Cargo    | luxemburgisches, internationales Unternehmen  |
| CTHS         | Container Terminal Halle Saale GmbH           |
| Crossrail    | Schweizer Eisenbahnverkehrsunternehmen        |
| EH           | Eisenbahn und Häfen GmbH                      |
| ERS Railways | privates Eisenbahnunternehmen                 |
| evb          | Eisenbahn- und Verkehrsbetriebe Elbe-Weser    |
| FRET         | Güterzugsparte der SNCF                       |
| FYRA         | Marke der NS und KLM                          |
| GATX         | Güterwagen- Vermietgesellschaft               |
| GKB          | Graz Köflacher Bahn                           |
| green cargo  | schwedisches Eisenbahnunternehmen             |
| Group Train  | Personenzugsparte der SNCB                    |
| HECTORRAIL   | schwedisches Eisenbahnunternehmen             |

| HGK Hafen- und Güterverkehr Köln AG HLG Holz-Logistik & Güterbahn HUSA Husa Transportation Deutschland Duisbu HVLE Havelländische Eisenbahn AG IGE Interessengemeinschaft Eisenbahn INFRALEUNA Eisenbahntransportsparte der INFRALEUI IntEgro Eisenbahnverkehrsunternehmen Reichenba InterConnex Ostseeland Verkehrs GmbH ITL Import Transport Logistik KSW Kreisbahn Siegen-Wittgenstein LanXess Kölner Chemie Konzern LDS Eutiner Eisenbahnunternehmen LOCON Eisenbahnverkehrsuntern. Berlin/Brandenb |     |
|---|-----|
| HUSA Husa Transportation Deutschland Duisbut HVLE Havelländische Eisenbahn AG IGE Interessengemeinschaft Eisenbahn INFRALEUNA Eisenbahntransportsparte der INFRALEUI IntEgro Eisenbahnverkehrsunternehmen Reichenbat InterConnex Ostseeland Verkehrs GmbH ITL Import Transport Logistik KSW Kreisbahn Siegen-Wittgenstein LanXess Kölner Chemie Konzern LDS Eutiner Eisenbahnunternehmen  |     |
| HVLE Havelländische Eisenbahn AG  IGE Interessengemeinschaft Eisenbahn INFRALEUNA Eisenbahntransportsparte der INFRALEUI IntEgro Eisenbahnverkehrsunternehmen Reichenba InterConnex Ostseeland Verkehrs GmbH  ITL Import Transport Logistik  KSW Kreisbahn Siegen-Wittgenstein  LanXess Kölner Chemie Konzern  LDS Eutiner Eisenbahnunternehmen   |     |
| IGE Interessengemeinschaft Eisenbahn INFRALEUNA Eisenbahntransportsparte der INFRALEUI IntEgro Eisenbahnverkehrsunternehmen Reichenba InterConnex Ostseeland Verkehrs GmbH ITL Import Transport Logistik KSW Kreisbahn Siegen-Wittgenstein LanXess Kölner Chemie Konzern LDS Eutiner Eisenbahnunternehmen   | rg  |
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| IntEgro Eisenbahnverkehrsunternehmen Reichenba<br>InterConnex Ostseeland Verkehrs GmbH<br>ITL Import Transport Logistik<br>KSW Kreisbahn Siegen-Wittgenstein<br>LanXess Kölner Chemie Konzern<br>LDS Eutiner Eisenbahnunternehmen   |     |
| InterConnex Ostseeland Verkehrs GmbH ITL Import Transport Logistik KSW Kreisbahn Siegen-Wittgenstein LanXess Kölner Chemie Konzern LDS Eutiner Eisenbahnunternehmen   | lΑ  |
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| KSW Kreisbahn Siegen-Wittgenstein LanXess Kölner Chemie Konzern LDS Eutiner Eisenbahnunternehmen  |     |
| LanXess Kölner Chemie Konzern  LDS Eutiner Eisenbahnunternehmen   |     |
| LDS Eutiner Eisenbahnunternehmen  |     |
|   |     |
| LOCON Eisenbahnverkehrsuntern. Berlin/Brandenb  |     |
|   | ırg |
| Lokomotion privates Eisenbahnunternehmen Münch  | en  |
| LTE Logistik- und Transport GmbH  |     |
| MEG Mitteldeutsche Eisenbahn GmbH   |     |
| Metrans tschechisches Eisenbahnunternehmer  | 1   |
| Metronom Norddeutsche Eisenbahngesellschaft Uelz  | en  |
| MGW Service Instandhaltung v. Schienenfahrzeug  | en  |
| MKB Mindener Kreisbahn  |     |
| MRCE Mitsui Rail Capital Europe B.V.  |     |
| MWB Mittelweserbahn   |     |
| NIAG Niederrheinische Verkehrsbetriebe A  | 3   |
| NAH SH Nahverkehrsverbund Schleswig-Holste  | in  |

| NOB            | Nord-Ostsee-Bahn GmbH                          |
|----------------|--|
| NWB            | NordWestBahn                                   |
| ODEG           | Ostdeutsche Eisenbahn GmbH                     |
| OHE            | Osthannoversche Eisenbahn AG                   |
| On Rail        | private Wagon-Vermietgesellschaft Mettmann     |
| ORV            | private Wagon-Vermietgesellschaft Moers        |
| P Logistic     | belgisches Eisenbahnunternehmen                |
| PCT Altmann    | Deutsches Eisenbahntransportunternehmen        |
| PEG            | Prignitzer Eisenbahn GmbH                      |
| Press          | Pressnitztalbahn Jöhstadt                      |
| RAG            | Ruhrkohle AG                                   |
| RAILPOOL       | Lokomotiv-Leasing Unternehmen München          |
| regental cargo | Güterverkehrssparte der Regentalbahn           |
| RTS            | Rail Transport Service                         |
| Rurtalbahn     | Dürener Eisenbahnverkehrsunternehmen           |
| Schweerbau     | Tief- und Gleisbauunternehmen                  |
| STLB           | Steiermärkische Landesbahnen                   |
| Strukton       | privates niederländisches Eisenbahnunternehmen |
| Uwe Adam       | Eisenacher Eisenbahnverkehrsunternehmen        |
| Veolia         | Nahverkehrsanbieter                            |
| VPS            | Verkehrsbetriebe Peine-Salzgitter              |
| WASCOSA        | Schweizer Vermieter von Eisenbahnwagen         |
| WLB            | Wiener Lokalbahnen AG                          |
| WLE            | Westfälische Landes-Eisenbahn                  |

### RAILCAR HONDEKOP





**∑** 57521 Electric Railcar "Hondekop" NS III



S 57370 ← Electric Railcar "Hondekop Benelux NMBS 220901" III





≤ 57571 Electric Railcar "Hondekop Benelux NS 1202" III
 ≤ 57371 Electric Railcar "Hondekop Benelux NS 1202" III



∑57573 Electric Railcar "Hondekop Benelux NS 1208" III



All electric railcars:



For all AC-electric railcars:



57575 Electric Railcar "Hondekop Benelux NS" III

### DIESELLOK BR 218





57904 Diesel Locomotive BR 225 BBL VI
57804 

☐ Diesel Locomotive BR 225 BBL VI, incl. mfx-compatible decoder



57517 Diesel Locomotive BR 218 DB AG V (w new number)





57901 Diesel Locomotive BR 218 DB AG V

S7801 
Diesel Locomotive BR 218 DB AG V

Diesel Locomotive BR 218 DB AG V



57903 Diesel Locomotive BR 218 DB IV 57803 
☐ Diesel Locomotive BR 218 DB IV, incl. mfx-compatible decoder

### DIESELLOK TRAXX

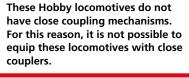




57531 Diesel Locomotive TRAXX P160 DE Landesnahverkehrsgesellschaft Niedersachsen V 57331 ≥ Diesel Locomotive TRAXX P160 DE Landesnahverkehrsgesellschaft Niedersachsen V



57539 Diesel Locomotive 285 "HSL" VI

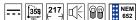


sound module for TRAXX: # 56191 PIKO sound module + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### suitable accessories:

#### All TRAXX:



#### For all AC-TRAXX:







**▼** 57540 Diesel Locomotive 285 "Captrain" VI 57340 ≥ Diesel Locomotive 285 "Captrain" VI



57541 Diesel Locomotive 285 "Raildox" VI 57341 <sup>™</sup> Diesel Locomotive 285 "Raildox" VI



57342 ≥ BR 285 Diesel locomotive "Press" VI

### **ELECTRIC RAILCAR**



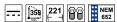
### DIESEL LOCOMOTIVE HERKULES





 These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.

All Herkules:



For all AC-Herkules:





57992 Diesel locomotive Herkules ER20 SETG VI

57892 ☑ Diesel locomotive Herkules ER20 SETG VI, incl. mfx-compatible decoder

Photo shows actual size of the model

### DIESEL LOCOMOTIVE HERKULES



57580 Diesel Locomotive Herkules Rh2016 ÖBB V



∑ 57595 Diesel Locomotive Herkules ER20-009
 "MRCE dispolok" VI



57987 Diesel Locomotive Herkules "RTS" VI
57887 ← Diesel Locomotive Herkules "RTS" VI





matching coach: # 58673 (see page 343)



57990 Diesel locomotive Herkules MRB VI
 57890 Diesel locomotive Herkules MRB VI

### FRENCH LOCOMOTIVES





The SNCF BB 66000 diesel locomotives, then named 040 DG, first entered service in the late 1950's. They were replacements for a number of different steam locomotive types. The locomotives were equipped with OGM prime movers and could reach a top speed of 105 km/h (65 mph). Initially they pulled express trains and freight trains. By the mid 1960's the BB 66000s were used almost exclusively in switching and freight train service. Today, most of the remaining active locomotives belong to private operators or serve as industrial switchers. The PIKO model represents a unit from the second batch of locomotives; numbered 66041 to 66118. The model captures the prototype's dimensions well. Each model is nicely detailed with fan grilles, hand railings, and detailed truck sideframes. A powerful can motor with flywheel drives all four axles.

These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.





**≥**96125 Diesel Locomotive SNCF BB 466099 V



### DIESEL LOCOMOTIVE G 1700



**Exclusive model** available only in Belgium

97786 Diesel Locomotive 7784 "LINEAS" B VI 97797 ← Diesel Locomotive 7784 "LINEAS" B VI

59171 Diesel Locomotive 7737 B-Technics "Colorado" B VI

"Colorado" B VI



59219 ≥ Diesel Locomotive V 1700.02 SETG VI

These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.

#### sound module for G 1700BB:

# 56192 PIKO sound module + loudspeaker (see page 418) The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

#### All G 1700BB:

180 2x 0 1 NEM 652

For all AC-G 1700BB:





59175 BB1700 Diesel locomotive "Vossloh" VI 59075 BB1700 Diesel locomotive "Vossloh" VI, incl. mfx-compatible decoder

Photo shows actual size of the model

### STEAM LOCOMOTIVES







50500 Steam Loco

358 118 NEM

50501 Steam Loco w Tender



55000 Basic throttle with power supply

#### 55008 Basic Throttle 0-16V 2A

Technical data: Input: 18 V DC, 2 A Output: 0-16 V DC, 1,5 A constant 16 V DC, 0,5 A



55006 Power supply, 2,25 A

Input: 230 V

Output: 16 V / 2,25 A / 36 W



55003 Adapter w/ throttle (Adapter 5,4 VA) (230 V)



Technical data power supply (Adapter 5,4 VA): Input: 230 V AC, 50-60 Hz

Output: 12 V AC, 450 mA

Technical data for throttle: Input: 12 V AC, 2 A Output: 0-12 V DC, 450 mA

## STEAM LOCOMOTIVE BR 55 (G7.1)

- Open cab with backhead detail
- Die cast zinc frame
- Die cast zinc tender body
- Functional side rods
- Directional lighting
- Recess for PIKO sound module with speaker # 56190
- Equipped for installation of PIKO steam generator # 56160 / # 56161

56160 Steam generator 10-16 V AC/DC, analogue operation 56161 Steam generator 16-22 V AC/DC, digital operation 56162 Smoke fluid 50 ml (1.7 oz.) & syringe (see page 425)

PIKO's Br 55 is an authentic and detailed reproduction of the class 55 (G7.1) steam locomotive. It features an accurate paint scheme and lettering. The model comes in both DB and DR versions. Numerous diecast parts ensure proper weight and good traction.



#### **INFO**

#### All BR 55 (G7.1):



For all AC-BR 55:







57561 Steam locomotive BR 413 ČSD III

Photo shows actual size of the model

# STEAM LOCOMOTIVE BR 55 (G7.1)





57550 Steam Locomotive Baureihe 55 (G7.1) DB III

These Hobby locomotives do not have close coupling mechanisms. For this reason, it is not possible to equip these locomotives with close couplers.

sound module for G 7.1: # 56190 PIKO sound module + loudspeaker (see page 418)

The sound module must be connected directly to the PIKO SmartDecoder 4.1 # 56403.

suitable accessories:



57551 Steam Locomotive Baureihe 55 (G7.1) DR III



57355 - Steam Locomotive Rh 040 (G7.1) SNCF III



### With painted wheel rims!



57560 FS 421 Steam locomotive III 57360 ← FS 421 Steam locomotive III

### With new number!



95691 Steam Locomotive (G7.1) RENFE III



DB AG's long-distance travel division has been using IC2 double-decker passenger cars since 2015. The trains consist of four center cars, one cab car, and a BR 146.5 locomotive: all painted in the InterCity white and red paint scheme. Each train has four hundred sixtynine seats, of which seventy are first class. There are no dining cars in the IC2 trains, so passengers are catered to at their seats. To date, forty-four double-decker IC trains have been ordered in two lots. Currently the new trains are mainly used on east-west mainlines but soon will be used for long-distance passenger service in the northwest of Germany. Beginning with the December 2017 timetable, the trains have entered service in the southwest of Germany; connecting Karlsruhe-Stuttgart-Nuremberg as well as Stuttgart-Zürich. DB AG plans to put a total of one hundred twenty double-decker trains into long distance service over the next few years, in keeping with the 2030 Long Distance Travel Initiative.

The Prototype:

#### suitable accessories:

# 56127 Upgrade kit w/ decoder for cab car directional lighting (see page 416)

# 56126 Function Decoder (see page 417)

### suitable accessories:



matching locomotive: # 51582 / # 51583 (see page 122)





58800 IC Bi-Level Cab Car 2nd cl. DB AG VI **₩** # 56061





#### The Model:

PIKO's H0 IC2 cars are 1:100 replicas of the full-size IC2 bilevel cars. Their 1:100 size lets these cars operate on smaller-radius curves and it allows the modeler to run longer trains than would be possible with full-scale-length cars. Piko IC2 cars reflect the appearance of the originals with their distinct cab shape, detailed trucks, and separate window inserts. Each car features an accurate paint scheme and lettering. Cab cars feature directional lighting and are equipped for easy installation of a decoder.







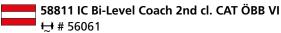




**NEW** 



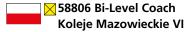








358 268





58807 Bi-Level Control Coach Koleje Mazowieckie VI



matching locomotive: # 59153 (see page 134)

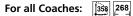




matching locomotive: # 57531 / # 57331 (see page 327)



58369 3-car set Bi-level passenger cars metronom VI





For the Control Coach: 353 273







58809 Bi-Level Coach 2nd cl. Metronom VI, Matching car to the set # 58369







58808 Bi-level passenger car 2nd Class Nah.SH VI



All coaches on the pages 338 & 339 are 1:100 scale.

# 56127 Upgrade kit w/ decoder for cab car directional lighting (see page 416)

# 56126 Function Decoder (see page 417)

suitable accessories:



58803 DB Regio Bi-Level Coach 2nd cl. VI



#### The prototype:

For many years, DB Regio has successfully used bilevel cars on heavily traveled regional lines. The majority of these cars have come from Bombardier and are currently being produced under the brand name Twindexx. The first center coaches have been running with fourth generation bilevel cars since December 30, 2015.



matching locomotive: # 51580 / # 51581 (see page 122)



58804 DB Regio Bi-Level Coach 1st / 2nd cl. VI



58805 DB Regio Bi-Level Cab Car 2nd cl. Ep. VI



#### 







57630 Passenger Car Bi DB III



57631 Passenger Car Bi 2nd Cl. DR III



57633 Passenger Car B 2nd Cl. DR III, red









57690 ICE 3 Car 1st Cl. w pantograph DB AG V



57691 ICE 3 Car 2nd Cl. DB AG V



Exclusive model -

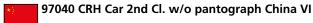




×

🔀 57693 ICE 3 Car 2nd Cl. w Pantograph NS V









For all Coaches: 358 308 ()

For the Cab car: 358 308

₩ # 56061



57681 Bi-Level Cab Car DBmq776 DB AG V 57680 Bi-Level Coach DBmu748 DB AG V

# 57681 is equipped for installation of directional lighting kit # 56138 (see page 422).



57620 Bi-Level Coach DBuz747 DB Regio VI 57621 Bi-Level Cab Car, modernized, DBbuzf778 DB Regio VI

# 57621 is equipped for installation of directional lighting kit # 56137 (see page 422)



57623 Bi-Level Cab Car DBmgee DR IV 57622 Bi-Level Coach DBmtrue DR IV

# 57623 is equipped for installation of directional lighting kit# 56138 (see page 422)



57685 Bi-Level Cab Car DBmge DR IV 57684 Bi-Level Coach DBmue DR IV

# 57685 is equipped for installation of directional lighting kit # 56138 (see page 422)



57689 Bi-level passenger car ČSD era III-IV

All Bi-Level passenger cars on this page are equipped for installation of interior lighting kit # 56102 (see page 422)



58668 Eurocitywagen Passenger Car 1st cl Apm SBB V 58669 Eurocitywagen Passenger Car 2nd cl Bpm SBB V





58676 Passenger car 1st/2nd Class Alex VI



58670 Passenger Car Eurofima 2nd cl Bmz FS IV 58671 Passenger Car Eurofima 1st cl Amz FS IV



compatible locomotive: # 57924 / # 57824 (see page 320)



58678 Express train passenger car Flixtrain VI





58680 IC Passenger car Metropolitan ČD VI



# **NEW 2020**



58681 IC Passenger car 1st cl Amz ÖBB V 58682 IC Passenger car 2nd cl Bmz ÖBB V











58683 IC Passenger car SBB V







compatible locomotive: # 57990 / # 57890 (see page 330)



58673 Express train passenger car MRB VI



97102 Passenger car 1st cl MAV VI 97101 Passenger car 2nd cl MAV VI



**NEW** 

For all coaches: 😾 # 56060



57605 IC Passenger Car 2nd Cl. Bpmz 294.4 DB AG V 57606 IC Passenger Car 1st Cl. Avmz 111.2 DB AG V 57608 IC Bistro Passenger Car 226.7 DB AG V



For all coaches: 264

57609 IC Passenger Car 2nd Cl. Bpmz 291.2 DB AG V 57610 IC Passenger Car 1st Cl. Avmz 111.2 DB AG V



57611 IC Passenger Car 2nd Cl. Bpmz291.2 DB IV



57612 IC Passenger Car 1st Cl. Avmz207 DB IV



57613 IC Passenger Car 2nd Cl. Bmz ÖBB V 57614 IC Passenger Car 1st Cl. Amz ÖBB V



57618 Passenger Car alex 2nd Cl. V 57619 Passenger Car alex 1st Cl. V





57647 Passenger Car Regiojet CZ-SK VI





58661 Passenger Car Eurofima 1st cl. Amz ÖBB IV 58660 Passenger Car Eurofima 2nd cl. Bmz ÖBB IV





58663 IC Passenger Car 1st cl. PKP VI 58662 IC Passenger Car 2nd cl. PKP VI



S8666 Passenger Car ÖBB EC Design V, grey-red



58677 Passenger car 2nd Class Gysev VI



58679 Passenger car 2nd Class NS V



Other Railject cars can be found on page 152





58131 Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI 58132 ← Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI





57643 Railjet Passenger Car 2nd Cl. VI 57642 Railjet Passenger Car 1st Cl. VI





57644 Railjet Buffet Car 1st Cl. VI





57672 Cab Car Railjet Business-Class ÖBB VI - w new car number -





### The model:

PIKO's newly designed models of CD and ÖBB Railjet cab cars are the perfect addition to 57179 ČD (p. 54) and 57172 ÖBB (p. 52) passenger train start sets. Now you can correctly model a full Railjet push-pull-train consist. Both cars feature directional lighting and are equipped for installation of a #56126 decoder.



56127 Directional lighting upgrade kit for Cab Cars

For all coaches:









57649 Passenger Car Railjet 2nd cl. ČD VI





### FREIGHT CARS





58764 Boxcar "hitschler" DB AG VI





58782 Boxcar "Wikana/Othello" DB AG VI







58783 Boxcar "Rivella" SBB VI



For all Cars: [358] [160]



**∑**58745 Boxcar "Pfeffi" DB AG VI



58765 Boxcar "Heichelheimer" DB AG VI



≥ 58767 Boxcar "Dole" DB AG VI



58781 Boxcar "Hawesta-Fisch" DB AG VI

### FREIGHT CARS

For all Cars: [358] [157]



57750 High Side Gondola Eas "Railion" DB AG V



58725 High Side Gondola Eas-x PKP VI



▼ 58771 High-side gondola Eanos NS IV



\_\_\_\_ 58778 High Side Gondola Eaos PKP Cargo VI



57782 High Side Gondola OOr47 DR III





58786 High-side gondola ITL IV







58787 High-side gondola ČSD IV

### FREIGHT CARS & GONDOLAS







58742 Gondola Omu DR III









## FREIGHT CARS











57721 Caboose Pwg14 DB III









358 100

## **FREIGHT CARS**





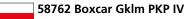




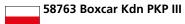








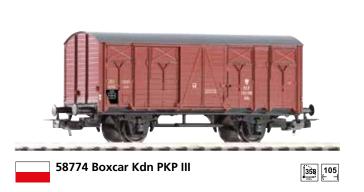














### **TANK CARS**

#### For all Cars:



57703 Tank Car DB IV



57713 Tank Car "MINOL" DR IV



57715 Tank Car DR III



57716 Tank Car "EVA" DB IV



57719 Tank Car "ARAL" DB III



57754 Tank Car "MINOL" DR IV



58788 Tank Car "ÖMV" ÖBB III



58789 Tank Car "Esso" NS III



58790 Tank Car "Gulf" NS III

### **TANK CARS**

58791 Tank Car Zkk "Petrochemia" PKP V





58792 Tank Car "Ausiliare" FS IV

58793 Tank Car "Spolchemie" ČSD IV

### FREIGHT CARS



57701 Flat Car Roo61 DR III



57717 Flat Car Kkm3230 DR IV

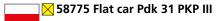


**≥** 58713 Flat Car Kkm3230 DR IV, w Lumber Load

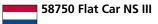


**≥**58749 Flat Car ÖBB III











For all Cars: [358] [131]





58741 Flat Car Rmms33 DB III







97068 Flat Car SNCF IV

Exclusive model - available only in France

### FLAT CARS W CONTAINER

#### For all Cars:









57706 Flat Car Lgs579 "P&O" DB Cargo V



57747 Flat Car Lgs579 "DEUTRANS" DR IV



57759 Flat Car Lgs579 "APL" DB AG VI



57773 Flat Car "TRANSCONTAINER" DB AG VI



58785 Flat Car "DAL" DB AG VI

### FLAT CARS W CONTAINER









58714 Flat Car Lgs579 "PIL" DB AG IV





∑ 58743 Flat Car Maersk PKP Cargo VI



58754 Flat Car "OOCL" NS VI



58773 Flat Car "MSC" FS V

Exclusive models -# 97017 & # 97055 available only in Spain



97017 Flat Car OPDR RENFE V



97055 Flat Car RENFE IV, Contenedor logo amarillo/azul



≥ 97061 Flat Car "Messina" FS VI

### **ACCESSORIES**



**55742 Chestnut Trees (3 Pcs)** height 115 mm (4 ½ in.)



**55743 Fir Trees (10 Pcs)** height 116 mm (4 ½ in.)



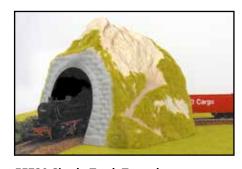
**55740 Fruit Trees (3 Pcs)** height 76 mm (3 in.)



**55741 Deciduous Trees (3 Pcs)** height 115 mm (4 ½ in.)



**55744 Flowering Bushes (6 Pcs)** height 27 mm (1 in.)



**55720 Single Track Tunnel** ca. 26 x 35 x 18 cm (10 ¼ " x 13 ¾ " x 7")



**55737 Diecast Metal Cars (4 pcs)**Painted and finely detailed diecast metal cars.
Printed license plates and brand names.



55750 Wooden Mast w/Light 55751 Telephone Poles (3 Pcs) Replacement electric light bulb: # 56095 height 90 mm (3 ½ in.)

**55754 Street Light Single Arm 55755 Street Light Double Arm** Replacement electric light bulb: # 56097 height 120 mm (4 ¾ in.)

#### 55752 Lattice Mast Light Single Arm 55753 Lattice Mast Light Double Arm Replacement electric light bulb: # 56096 height 140 mm (5 ½ in.)

55756 Old Street Lamp Replacement electric light bulb: # 56098 height 88 mm (3 ½ in.)

## **ACCESSORIES**





55711 Ground Cover 4 Colors 4 x ca. 20 g (0.7 oz)



55712 Lichen 4 Assorted Colors 4 x ca. 10 g (0.3 oz)



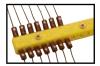
55713 Ballast Gray ca. 200 g (7 oz.)



55758 **Light Bulbs (10 Pcs)** 16 V

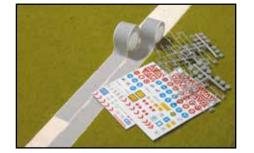


55770 **Distribution Block** 12x 2-Pole (2 Pcs)



55771 Mini Plugs 32 Pcs & Sockets (8 Pcs)





55726 Street Signs 2 x ca. 1 m (3 ft. 3 in.)



55710 Grass Matting 60 x 120 cm (2 ft. x 4 ft.)



55725 Crossing Gates 14 x 15 cm (5 ½" x 6")



55732 Farm Animals (8 Pcs)



55731 Figures Passengers (6 Pcs)



55730 Figures RR Personnel (6 Pcs)



55701 PIKO-Fix, Plastic Cement, 30 g (1 oz.)



# ATTENTION TO DETAIL

#### 61820 Burgstein Station

Burgstein Station Sometime over the years, an auxiliary waiting room was added to Burgstein station. A small wooden kiosk and several sets of railings make for interesting additions to this station kit.



11,8 x 5,1 x 5,1 "



**61821 Burgstein Platform** 10,4 x 3 x 2,6 "



**61822** Burgstein Switch Tower 4,3 x 2,6 x 3,7 "



**61823 Burgstein Loco Shed** 9,7 x 4,7 x 4,1 "



**61824 Burgstein freight house** 11,8 x 5,1 x 3 "

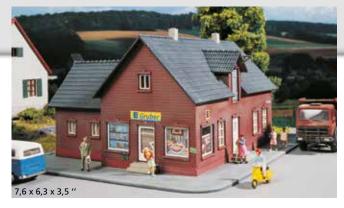


**61825 St. Lucas Church** 3,7 x 6,8 x 8,3 "



**61826 House** 4,1 x 4 x 4 "







61831 Shop



61836 Police Station



61835 Tommy's Food To Go 5,11 x 3,1 x 2 "

61833 Peter's Gig Bags & Cases Factory



**61834 Dino Lube Oil Supply** 3,1 x 2,4 x 1,6 "

#### 61830 Village Inn

To make sure the Sunday morning walk after church to the pub isn't too long, the "Krone" Inn stands right next to the church. It offers a welcoming place to stay for out-oftowners. There are several guestrooms on the second floor and up in the attic.



7,6 x 6,3 x 4,7 "



61827 Gas Station "ARAL"





Steam locomotives and Electric locomotives;
Passenger cars and Freight Cars –
outstanding models for the
seasoned collector and hobbyist.

- > Precision engineered
- > Excellent running characteristics
- > DCC interface
- > Highly detailed and true-to-scale



In the early 1980s, the DR and the CSD decided to jointly procure a two-system locomotive for traffic on the Dresden - Dečin - Prague line.

> see page 374





The last BR 95 steam locomotives ran on the Sonneberg-Eisfeld line. They were not retired until the early 1980s. > see page 371



CLASSIC nostalgie

#### **BR 01.5 REKO STEAM LOCOMOTIVE**

- Motor with flywheel
- Partial seperately-applied piping and ladders
- close coupling between locomotive and tender
- finely detailed dome housing
- Replica of the rod lubricator
- Fully detailed cab interior

INFO

CLASSIC nostalgie

In the early sixties the Reichsbahn began modernizing their class 01 steam locomotives. A typical feature of the rebuilt engines was the cowl that ran the length of the boiler, which gave the locomotives a particularly beefy appearance. A total of thirty-five engines were rebuilt and put into service as class 01.5. Engines up to number 01 518 remained coal-fired, but engines from 01 519 onward were rebuilt with oil firing. Later another eleven coal-fired engines were converted to oil-firing. Altogether the rebuilt locomotives met the expectations placed on them, although long, heavy express trains often tested them to their limits. Five of these elegant steam locomotives were preserved and exist today in museums. They continue to demonstrate their prowess hauling steam excursion trains.



50108 BR 01.15 DR IV; coal version

Pre-production models shown

## **BR 03 REKO STEAM LOCOMOTIVES**





From 1969 to 1975, the DR (Deutsche Reichsbahn) had a total of fifty-two BR 03 engines rebuilt with still-serviceable boilers from retired BR 22 (reconstructed Prussian P10, ex- Br 39.0-2) steam locomotives. This happened following the positive results gained from the reconstruction of DR's BR 01 and BR 41 steam locomotives. The rebuilt BR 03s achieved performance levels equal to those of the rebuilt BR 01 engines and were correspondingly used in express train service.



50112 BR 03.2 Reko DR IV

For all BR 01.5:

--- 415 282 --- 652

For all BR 03:

--- 415 278 --- 652



#### **BR 41 REKO STEAM LOCOMOTIVES**



The boiler reconstruction program for the BR 41 steam locomotives began in 1956. The engines were rebuilt at the former Karl-Marx-Stadt and Zwickau locomotive shops. New "39 E" boilers were fitted to a total of eighty BR 41 engines with great success. They were identified by the boxy feedwater heater housing on the top of the smokebox, two boiler domes (sand dome and steam dome), as well as the seven washout plugs situated in a line at the back of the boiler.



50129 BR 41 Steam locomotive DR III; Reko-boiler **∑** 50429 **⊵** BR 41 Steam locomotive DR III; Reko-boiler

- Detailed reproduction of the feedwater heater
- Close coupling between engine and tender
- Detailed spoked wheels
- Separately applied boiler piping
- Separately applied boiler feedwater valves
- Detailed boiler casting with finely reproduced lines and washout plugs

#### INFO

For all BR 41:









#### **Prototypical train composition:**





#### STEAM LOCOMOTIVES BR 89 & BR 82



In 1901, Hartmann delivered a total of thirty-one Saxon VT steam locomotives to the SStEB (Royal Saxon State Railroads). The engines were simple and rugged in their design and were primarily used as switchers and in light freight service. They featured Allen valve gears and forward-mounted coal bunkers. When the Deutsche Reichsbahn introduced a new numbering system, the Saxon VTs were re-classified as sub-series 89.2.

PIKO's H0 scale Saxon VT is a perfectly detailed replica of the original. It features a prototypically-accurate paint scheme and lettering.



In the postwar years, the first newly-built steam locomotive class of the young DB (German Federal Railways) was the BR 82. It was intended to be a heavy switcher and transfer engine for freight trains. Engines 82 023 to 82 037 were delivered with Knorr feedwater heaters. The last four engines from the Esslingen Machine Works were built with modified cabs; where the doors closed flush with the cab. Engines 041 and 042 were also equipped with dynamic brakes for use on steep gradients. Although the engines fulfilled their intended roles, the delivery of V 90 and V 100 heavy diesel switchers put an end to the service lives of the 82s as early as 1972. On August 24, 1972, the last BR 82; engine 082 035-7, was withdrawn from service.



CLASSIC nostalgie

#### **BR 94 STEAM LOCOMOTIVES**

Beginning in 1908, the Hartman Saxon Machine Works built a total of one hundred sixty-three Class Eh2t ten-wheel tank locomotives. The axles on these locomotives could move laterally to help them better negotiate curves. The locomotives were equipped with three-part boilers rated at 1170 Psi and had a boiler pressure of 12 bar. They reached a top speed of 45 km/h (28 mph). The DRG inherited one hundred thirty-nine locomotives that they reclassified as BR 94.20-21. The number of active locomotives shrank after the second world war, with the remaining engines running in Saxony in places like Zwickau, Bautzen, Aue, or Dresden. They were used in freight and passenger service. In order to use these proven Saxon BR 94s on steeply- graded lines, the DR equipped a number of engines with Riggenbach dynamic brakes. This allowed the engineer to reduce the train speed to 20 km/h (12 mph) without the use of air brakes. Simultaneously, the dynamic brake could be used to maintain speed on downhill sections. The dynamic brake-equipped locomotives were identified by the small chimney in front of the smoke stack that served as a silencer for the dynamic brake. These locomotives were mostly used on the line between Eibenstock unterer Bahnhof and Eibenstock oberer Bahnhof; in Saxony. The PIKO model is an exact replica of the prototype. The actuating cylinder, the auxiliary chimney, and the uniquely-routed piping are all part of the model.



50068 BR 94.20-21 DR IV



Pre-production models shown

## **BR 95 STEAM LOCOMOTIVES**

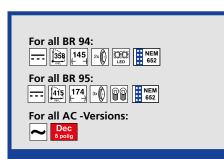


During the early 1970's the DR increased the permissible tonnage for the BR 95 to pull. This required greater physical effort by the engine crew. In 1971, the DR began converting the BR 95 to burn oil, in response to complaints from overworked firemen. A total of twenty-four locomotives were converted. After their conversions, the locomotives returned to their previous duties; hauling passenger and freight trains for years to come.



50135 BR 95 DR III, Coal







50137 BR 95 DR IV; oil version 50437 → BR 95 DR IV; oil version

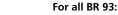
Pre-production models shown

≤ 51097 BR 193 DB IV≤ 51297 BR 193 DB IV

# **BR 93 ELECTRIC LOCOMOTIVES**

In the early 1930s, the former Deutsche Reichsbahn Gesellschaft purchased eighteen heavy electric locomotives for use in freight train service. They were stationed in Kornwestheim, Ulm, Geislingen, Rosenheim, Halle/Saale, and Leipzig-Wahren. The engines proved reliable even under very difficult operating conditions. After 1945, the Deutsche Bundesbahn continued to use these powerful electric locomotives that had remained in southern Germany following World War II. The engines ran to Karlsruhe, Würzburg, Munich-East, Aalen, Mühlacker, and occasionally to Heidelberg. However, they are best known for their service on the Geislinger Steige; where they served until retirement. The last engines; 193 004 and 193 006, were retired on June 3,1984, and January 31,1985.

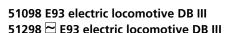






#### For all AC -Versions:

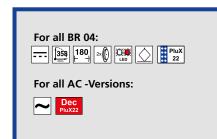




## **BR 04 ELECTRIC LOCOMOTIVES**



Progressive electrification during the 1930s resulted in a lack of electric express locomotives. So, in 1932, the DRG ordered a locomotive from AEG with a 1'Co1' wheel arrangement; classified as an E04. A total of twenty-three locomotives were delivered by 1935. They were stationed at Leipzig, Magdeburg, Halle, Nuremberg, Bamberg, and Treuchtlingen. At the end of World War II, engines E04 17 to 22 remained in the Western Zone (later DB). The remaining seventeen locomotives were taken over by the DR. The DB's E 04s were all back in service by 1947. In the spring of 1968, the remaining E04s were moved to Osnabrück. The last example of the E04 series (which had since been reclassified as BR 104) was taken out of service by the DB on October 22, 1981. The DR rebuilt a total of thirteen E04s by 1957 and stationed them at Leipzig-West, Magdeburg, und Halle. They were used in passenger service and fast train service on all electrified lines. The DR retired the last E04 on April 28, 1976.





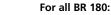
#### Prototypical train composition:





# **BR 180 ELECTRIC LOCOMOTIVES**

In the early 80s, the DR and the CSD decided on joint development of a dual-system locomotive operating on 15 kV/16 2/3 Hz and 3 kV systems, to streamline operations on the Dresden - De in - Prague line. On February 25, 1988, the prototype locomotive; engine 230 001, built by Skoda in Pilsen, began running the Deutsche Reichsbahn. From then on, these locomotives (referred to as BR 180 since 1992) hauled freight trains and passenger trains on the lines around Dresden and to the Czech Republic, as well as from Berlin to Poland. However, their top speed of 120 km/h (75 mph) turned out to be a handicap after the upgrade of the main line from Dresden to Berlin to 160 km/h (99 mph) running. Subsequently, 180 001 was converted to be a test engine capable of 160 km/h (99mph) operation. At the same time, DB pondered taking the entire class out of service, since enough newly-built BR 185/189 locomotives were available by this time.











For all AC -Versions:





51048 Electric Locomotive BR 180 DB AG V **∑** 51248 **≥** Electric Locomotive BR 180 DB AG V



**∑**51060 BR 230 Electric locomotive DR IV

## BR 109 ELECTRIC LOCOMOTIVE



- highly detailed body with seperately applied grab irons and steps
- seperately applied roof insulators and roof cables
- detailed metal pantographs
- highly detailed truck sideframes
- Decoder housing
- directional white / red lighting
- -Switch for overhead operation

INFO

In the early sixties the Deutsche Reichsbahn urgently needed new electric locomotives. The Lokomotiv-bau Elektrotechnische Werke Hennigsdorf (LEW) had been working on the development of a modern Bo'Bo' electric locomotive since 1957. By 1960, the prototype engines E 11 001 and 002 were ready for testing. Series production began at the end of 1962 with the E 11 003. In 1963, the class was followed by the E 42 001. A distinctive feature of the first engines were the curved pilots below the buffer beams. After design-related flaws were corrected, the powerful locomotives proved themselves versatile; pulling most types of trains thanks to their well-balanced running characteristics. Today, all units from both series are retired.



## BLAUER BLITZ DIESEL COMMUTER TRAIN

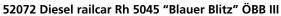


#### **The Prototype:**

After the 1951 order of eight Class 5045 diesel trainsets from SGP by Austrian Federal Railroads, another four sets were ordered in 1953. In addition, ÖBB received four more trainsets in 1957 from Yugoslavia after their one-year leases expired, and these were designated Class 5145. The trainsets were used primarily in domestic and international express train service. Beginning in 1956 they frequently ran on the DR, the CSD, and the ÖBB in newly developed inter-city express routes between Vienna, Prague and Berlin.

502 (- )





52272 ≥ Diesel railcar Rh 5045 "Blauer Blitz" ÖBB III, incl. mfx-compatible decoder



52073 Diesel railcar / Sound Rh 5045 "Blauer Blitz" ÖBB III

52273 
☐ Diesel railcar / Sound Rh 5045 "Blauer Blitz" ÖBB III, incl. mfx-compatible sound decoder

#### BLAUER BLITZ DIESEL COMMUTER TRAIN



Beginning with the 1957 summer timetable, the trainsets also reached Venice. By 1970, the 5045s had been rebuilt into 5145s, which among other things, accounted for the striking roof enclosure for the radiator. Further modifications affected the windows. Due to progressive electrification of Austria's main rail lines, the trainsets migrated into regional traffic. In 1997, the last 5145s were retired, with some trainsets being preserved in museums.



#### The Model:

The PIKO Classic "Blauer Blitz" with the ÖBB-style roof is now an upgraded re-edition with a modern PluX22 interface and is configured for easy sound decoder installation. The model retains all the relevant details of the original and features an excellent paint scheme, engraved fan housings and intake screens, detailed truck sideframes, and raised BBÖ logos. The cars are all factory-equipped with interior lighting and the train itself features directional lighting. The Blauer Blitz's heavy diecast zinc frame contributes to its excellent running characteristics. The AC version is factory-equipped with an mfx-suitable PluX22 decoder.

# 56434 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### (nothing; leave blank)

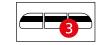
#### For all diesel railcar:



For all AC-versions:



# NOW WITH PLUX22 INTERFACE







52070 Diesel railcar Rh 5045 "Blauer Blitz" BBÖ III

52270 🔁 Diesel railcar Rh 5045 "Blauer Blitz" BBÖ III, incl. mfx-compatible decoder



52071 Diesel railcar / Sound Rh 5045 "Blauer Blitz" BBÖ III

52271 ≥ Diesel railcar / Sound Rh 5045 "Blauer Blitz" BBÖ III, incl. mfx-compatible sound decoder



## **DESIRO DIESEL COMMUTER TRAIN**





≥ 52088 Desiro diesel railcar BR 642 DB Regio Westfrankenbahn VI

- 3 white LED headlights on both ends
- Interior lighting via white LEDs
- Highly detailed truck sideframes
- Separate decoder enclosure
- Clear view through car interiors
- Close coupling between power car and trailer
- Can motor
- Highly detailed air conditioning equipment on roof

**INFO** 

**NEW** 2020

CLASSIC nostalgie





52092 Desiro diesel railcar Rh 5022 ÖBB V

52292  $\overline{\sim}$  Desiro diesel railcar Rh 5022 ÖBB V, incl. mfx-compatible decoder



52093 Desiro diesel railcar / Sound Rh 5022 ÖBB V

52293 🔁 Desiro diesel railcar / Sound Rh 5022 ÖBB V, incl. mfx-compatible sound decoder

## **DESIRO DIESEL COMMUTER TRAIN**





All Desiro models have the decoder housing located under the cover plate on the floor of the powered car.

52089 BR 642 Desiro diesel railcar DB AG V; neutral 52289 → BR 642 Desiro diesel railcar DB AG V; neutral

# 56481 PIKO SmartDecoder 4.1 Sound w Loudspeaker, 8pole (see page 39)

# 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol (see page 40)

# 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 40)

#### (nothing; leave blank)

#### For all Desiro:



#### For all AC-versions:



NEW 2020



52091 Desiro diesel railcar DSB VI

52291 ☐ Desiro diesel railcar DSB VI, incl. mfx-compatible decoder

# KÖ I DIESEL LOCOMOTIVES

The Deutsche Reichsbahn Gesellschaft purchased these small locomotives beginning in the 1930s for light switching duties at freight stations and railway post office stations. The locomotives were built by Deutz, Gmeinder, and Windhoff and given the designation Kö; a name derived from their construction as small diesel locomotives. Since they were intended for light switching and short freight trains, their 39 HP rating was enough. Their simple design and easy controls for crews led the DRG to purchase more than 1200 engines by 1939. This number included the Kö I's successor: the Kö II. Both German rail systems were still using the class I Kö locomotives for light switching duties in the early 1970s.

#### All KÖ I:





52050 Kö I DB IV



52057 KÖ I DR III



52059 KÖ I DR III



**∑** 52058 T 200 ČSD III

## **EXCLUSIVE SET**



From time to time, PIKO releases limited-edition sets of models which have different paint schemes or engine numbers than individually-sold locomotives and cars.



58105 Saxonia I Loco & 4 Cars 58205 ~ Saxonia I Loco & 4 Cars This set features a reproduction of the first train to run from Leipzig to Dresden on April 7, 1839. This was the first long-distance railroad in Germany.







58113 Train "Rhein-Ruhr" Ep. IV consisting: BR 141, 2 Silberlinge and 1 Control Coach ∑ 58213 
☐ Train "Rhein-Ruhr" Ep. IV consisting: BR 141, 2 Silberlinge and 1 Control Coach





58214 - Interzone Train D 439 Cologne - Hamburg - Lübeck - Rostock, BR 132 DR with three express train passenger cars DB, BDm and Bm, IV Interior Ligting: # 56101 All coaches: ₩ # 56061





53020 Reko Series 3-Axle Coach 2nd Cl. Bage DR IV



53021 Reko Series 2-Axle Coach 2nd Cl. Baage der DR IV



53022 Reko Series 3-Axle Baggage car Dage DR IV



53023 Reko Series 3-Axle RPO car Post-a DR IV



53024 Reko Series 3-Axle Coach for Passengers w Bucking Load 2nd Cl. Bagtre DR IV



53080 Reko Series 3-Axle Coach 2nd Cl. B3ge DR III



58371 4-car mixed train DR IV



## **REKO COACHES & BAGGAGE CARS**



Interior Ligting: # 56101





53081 Reko Series 2-Axle Coach 2nd Cl. Bge DR III



53082 Reko Series 3-Axle Baggage car D3ge DR III



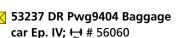
53083 Reko Series 3-Axle Mail Van Post 3e-cl DR III



53084 Reko Series 2-Axle Coach for Passengers w Bucking Load 2nd Cl. Bgtre DR III













≥ 58358 DR 3-Car set: (1) Bage second class passenger car and (2) Baage second class passenger cars Ep. IV, Patched paint



## SAXON COMPARTMENT COACHES

All coaches: ₩ # 56060





53212 Compartment Coach B4p 2nd Cl. DR III

Three years before the first Saxon 2nd class compartment cars were built, the Saxon 3rd class cars were already in service. At that time, they were classified as CSa98. These cars were mainly used for regular passenger trains, but also for express trains. A typical feature of these cars were the arched roofs that lacked a clerestory. As was the case with other Saxon cars, the compartment sizes determined the length of the cars. These cars used gas lighting and were equipped with wooden seats. Over time they were modernized. They remained in service with different European railroad administrations until 1972.



53213 Compartment Coach B4p 2nd Cl. DR III



53316 Compartment coach AB 6033 with brakeman's cabin NS II-III



53317 Compartment coach C 6126 NS II-III

# SAXON COMPARTMENT COACHES



**Interior Ligting:** # 56136



53167 Passenger car DR BiSa13 III





53168 Passenger car DR CiSa11 III





53169 Passenger car DR DiSa12 III





53183 Passenger car DR DiSa09 III





≤53184 Baggage car DR PwSa10 III



# SKIRTED PASSENGER CARS

Interior Ligting: # 56135

All coaches: 358 247

<del>↓</del> # 56061

**NEW** 2020

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53282 Skirted passenger car 2nd cl. PKP III



53283 Skirted passenger car 1st/2nd cl. PKP III

## SKIRTED PASSENGER CARS & CORRIDOR COACHES



These distinctive passenger cars were created from two prototype cars developed by Linke-Hoffmann-Busch in 1939. These prototype cars were based on the well-known "skirted" fast train cars of the DRG.

Interior Ligting: # 56135
All coaches: 388 247

<del>□</del> # 56061



53272 Skirted passenger car AB4ümle 1st /2nd Cl. DR III 53273 Skirted passenger car B4ümle 2nd Cl. DR III



53274 Skirted passenger car AB4yslwe 1st / 2nd Cl. DB III 53275 Skirted passenger car B4ylwe 2nd Cl. DB III - w new car number -



These four-axle day coaches were the first newly-developed passenger cars in the GDR. Their external appearance featured low-hanging sidewalls ("skirts") that was reminiscent of pre-war car designs. At first, they were used in commuter service and in local passenger trains, but later they ran in fast trains and inter-zonal traffic to West Germany.





53205 Corridor Coach Bghue DR IV



The roof is painted grey, per the prototype. Interior lighting kit # 56130



53206 Cab Car Bghqe DR IV



Just like the prototype, the roof of the cab car is grey. Interior lighting kit # 56131

# **MODERNIZED PASSENGER CARS**

Serial production of modernized passenger cars for the DR started in 1961 with the construction of skirted day coaches in 1st class, 1st/2nd class, and 2nd class. When there were no more "donor cars" for the modernization program, the DR decided to continue production using newly-built frames with the same dimensions. To meet demand for cars used in fast train traffic, an additional number of dining cars and baggage cars were built. The last modernized cars were withdrawn between 1989 and 1995.

Interior Ligting: # 56100 All coaches: 🕁 # 56060







53240 Modernized Coach 1st Cl. A4ge DR III



53241 Modernized Coach 1st / 2nd Cl. AB4ge DR III



53242 Modernized Coach 2nd Cl. B4ge DR III



53243 Modernized Baggage car Pw4ge DR III



53253 Modernized Coach 1st Cl. Age DR IV



53254 Modernized Coach 1st / 2nd Cl. ABge DR IV

# **RAILWAY POST OFFICE CARS**



**All coaches:** ₩ 56060







53230 Railway Mail car Post-a/15 DP IV





53265 Railway Mail car Post-c/13 DBP III





53325 Railway Mail car Post 4ü-a/17 DBP III



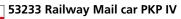
358 187

53387 Mail car Post mr-a55 DBP IV













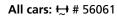
53232 Railway Mail car SNCB III



Exclusive model available only in Belgium

# LIME CONTAINER CAR









54450 3-Silo Lime Container Car SImmp DR IV



54451 3-Silo Lime Container Car OOk DR III

Photo shows actual size of the model

# **COVERED GONDOLAS**



All cars: ₩ # 56060



By 1958, the tremendous increase in demand for freight cars to transport moisture-sensitive bulk goods led the DR to purchase more than nine hundred covered gondolas. They were loaded from the top via hinged metal lids and unloaded through swing doors on the sides of the car and hinged end walls. The cars met the newest UIC requirements of the time and were used mainly for exporting goods to other countries.

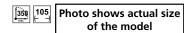


54441 Covered Gondola Tm5605 DR IV





54442 Gondola Ommu39 DR III





## SILO CARS & POTASH CARS

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Between 1961 and 1965, the DB took delivery of a total of fifty-six silo cars designated Kds67. Each car had three silos that carried a total volume of 51 m³ (549 sq. ft) of product. The net weight of the car was 15 metric tons. They carried pelletized and powdered goods.



54510 Silo Car Kds67 DB III

To simplify loading, the DB AG rebuilt a total of three hundred thirty-one DR class Uaoos potash cars from having four loading hatches to having clamshell roofs.

The DB AG re-classified them as Taoos894.

**All cars:** ₩ # 56061





54300 4-Axle Covered Hopper Taoos894 DB AG V



54301 4-Axle Covered Hopper Taoos894 DB AG V





All cars: ₩ # 56060

54310 4-Axle Covered Hopper Uaoos9331 DR IV

# **ACID TANK CARS**



- individually applied acid tanks
- separately applied brakeman's cabin
- separately applied car data placards
- separately applied ladders
- separately applied tank holders
- authentic paint schemes and lettering

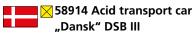
#### INFO

All cars: ₩ # 56060











58915 Acid transport car ÖBB III



58917 Acid transport car DR III

Photo shows actual size of the model

# **HOPPER CARS & CEMENT SILO CAR**

(Doors on containers with flat sidewalls don't open)



56220 20' Container K Line, 3 Pcs



56240 40' Container Senator; 2 Pcs

#### **Container-Sets by PIKO:**



56200 20' Container P&O, 3 Pcs 56202 20' Container Hapag Lloyd, 3 Pcs

Operating model of a weathered concrete unloading ramp.
When PIKO hopper cars are pushed across the gantry, they are unloaded automatically. Rail or road vehicles spotted under the platform can be loaded automatically from the discharging hopper cars above.



61122 Unloading Ramp for Hopper Cars





**54249 4-Bay Side Hopper Fad6770 DR IV ★ #** 56060



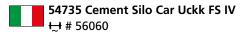




**54246 4-Bay Side Hopper OOt47 DR III**★ # 56060













## **STAKE CARS**



All cars: ₩ # 56061

Exclusive model - available only in Switzerland







54460 Flat car Rmm33 DB II



**≥** 54976 Flat car Rmms DB M-O-W IV



95340 Flat car SBB III, loaded w Steyr-Puch Haflinger military vehicles



**NEW** 2020







∑ 54977 Flat car ČSD IV



54978 Flat car Kbms ÖBB IV



54984 Flat car ex Ulm PKP IV, w/o stanchions







54979 Flat car ex Ulm ÖBB III





54646 Flat car S-L-WR 84008 NS III



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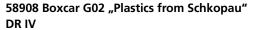
## **BOXCARS**



358 109









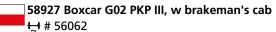
58924 Boxcar G02 "Club Cola" DR III, w brakeman's cab



58925 Boxcar G02 "Berliner Pilsner" DR III



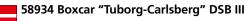












358 109



# **BOXCARS**















**= 58948 Boxcar G02 "Gösser Bier" ÖBB III;** ₩ # 56062

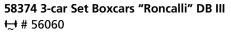




**Produced in exclusive cooperation with Circus Theater Roncalli!** 



















54738 Boxcar "Watzdorfer Bier" DR III, w brakeman's cab





58949 Boxcar G02 Hefetransport NS III



**NEW** 





54736 Boxcar Westf. Lokfabrik Reuschling DB III, w brakeman's cab



[358] [109 [- -]





All cars <del>↓</del> # 56060







58935 Boxcar Glm ÖBB IV

358 105

58936 Boxcar "CHOK" NS III

358 105

58937 Boxcar Gr04 DR IV











58926 Beer reefer "D'Oranjeboom" NS III, w brakeman's cab



58928 Boxcar G02 PKP III, w brakeman's cab



**Exclusive model** available only in Belgium



58929 Boxcar "Cardinal Bier" SBB III





58930 Reefer "Koel- en Vrieshuizen" NS III



58940 Boxcar "Bosch" DB III



# **BOXCARS**





The car sides are printed with different graphics; just like the prototype.







54985 Boxcar G02 "COLLONIL" DB III



58906 Boxcar G02 PKP III



97075 Reefer "COUSIN & DE RAUW" SNCB Ep. III







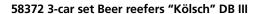


Exclusive model - available only in Belgium













≥ 58368 2-car set Boxcars G02 "Diamant" DRG II





58366 2-car set Boxcars G02 "Fortschritt" DR III





≥ 58364 3-car set Beer reefers "Breweries of Frankfurt" DB III



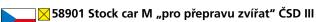
# **BOXCARS**













54869 Stock car V23 DB III, w Brake Cab





54989 Boxcar Gr04 DR III, w Brake Cab





58367 2-car set Stock cars DR III



CLASSIC nostalgie



54069 Boxcar Gbs258 DB AG V





58913 Boxcar Cargo Gbgkks V











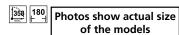






Beginning in 1954, the DR acquired a large number of four-axle boxcars. From 1980 onwards, these cars were classified as Gagms-v. The cars had single-sheathed wood bodies held in place by exterior steel bracing and featured welded underframes and Niesky trucks. The twin side doors had small unloading hatches located on the lower half of the doors. The sheet metal roofs had three loading hatches which could be accessed via a roofwalk and a ladder.

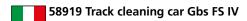




# TRACK CLEANING CARS

PIKO track cleaning cars are an indispensable tool for every model railroader who wants smooth train operation on their layout. Rails naturally get dirty from accumulated dust, but also from traction tires on locomotive wheels. This disrupts electrical conductivity between the rail and the wheel, which leads to poor locomotive performance. Only a regular cleaning of the rail contact surface prevents this problem. An easy way to clean the rails is to use the PIKO track cleaning car. Just couple the track cleaning car onto a regular train. The abrasive rail-cleaning pad, which is spring-mounted to the car's underside, cleans both rails as the train passes over each section of track.







58920 Track cleaning car U PKP Cargo IV



58941 Track cleaning car SBB VI



Photo shows actual size of the model

# TRACK CLEANING CARS





The spring-loaded rail cleaning pad exerts light pressure on the rails, which increases the cleaning effect on the tracks. As the rail cleaning pad is used over time and can no longer be cleaned with a fine wire brush, we recommend it be replaced with a new rail-cleaning pad. The replacement pad is available under item number # 56115 as a "Track cleaning pad." See page 423 in this catalog.





58918 Track cleaning car ÖBB IV



54999 Track Cleaning car Gbs254 DB AG V



54998 Track Cleaning car Gbs1543 DR IV

54143 Gondola Elo FS III

# **BOXCARS & GONDOLAS**



All Cars: <del>↓</del> # 56060









54147 Gondola Königsberg DRG Ep. II

358 105

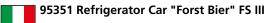
54706 Boxcar G20 DB IV















## **Exclusive model -**# 97108 available only in France





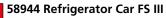














# **GONDOLAS**



Exclusive model -# 97078 available only in Belgium









97078 Boxcar SNCB III, green









58942 Gondola Elo FS IV













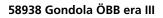
54864 Gondola Ommu44 DR III















# **REFRIGERATOR CARS**



358 160



54611 Refrigerator car Thf DR III





95350 Refrigerator car "Marcel Millet" SNCF III



EXKLUSIVMODELLE -# 95350 & # 95348 are only available in France



95348 Refrigerator car "Kronenbourg " SNCF III







# BEER REEFERS



Beer reefers have a long history on the German railroads. In Saxony, the first beer reefers can be traced back to the year 1875. The Saxonia company built the first cars of this type. They were made completely from wood. Even the frame was made from wood. Over time, modern designs evolved that used steel. In 1914, the first ninety-nine cars of modern design started to run in Saxony. These new cars were built by Saxonia, Waggonbau Görlitz and Rathgeber in Munich.

All cars: ₩ # 56062





X 54719 Reefer DRG II



58931 Beer reefer "Clausthaler" DB III



54614 Beer reefer "Veltins" DB III



54615 Beer reefer "Stauder" DB III

# TANK CARS

During World War II the DRG needed a constant supply of new tank cars. In response to the situation, Waggonfabrik Uerdingen delivered a preliminary group of fifty tank cars in the spring of 1941. They had a 65 m³ (700 sq.ft.) capacity and measured 12.10 m (40 ft.) over the buffers. The tanks themselves were made in four sections and were fitted with two interior baffles. Each car had a top-mounted running board and a 450 mm (1'¼) diameter dome. The first batch was equipped with HiK-G air brakes. Serial production began later in 1941. Unlike the first group of cars, the production cars were built in five sections. Due to the large number of cars required, orders were placed not only with Waggonfabrik Uerdingen, but SEAG, Ring-Hoffer-Tatra, and Brünn-Königsfelder as well. Approximately 2,200 cars were built before production halted. After the war, a number of the cars remained scattered across Europe. However, a larger number of the cars remained in Germany and were divided between the DB and the DR. Both networks used them until the mid-1980s. Today all tank cars of this type have been replaced by modern tank cars.

#### All cars

CLASSIC nostalgie

358 142

₩ # 56061



54353 Tank car "Mobiloil" DB III



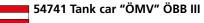


Photo shows actual size of the model

Detail

# **TANK CARS**





**∑**58904 Tank car ZZr DR III



58921 Tank car "ÖMV" IV



58922 Tank car "EVA" DB IV

Exclusive model available only in France

Exclusive model - available only in Belgium



58923 Tank car "Minol" DR IV



97080 Tank car "Millet" SNCF III

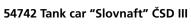


97094 Tank car "GULF" SNCB IV









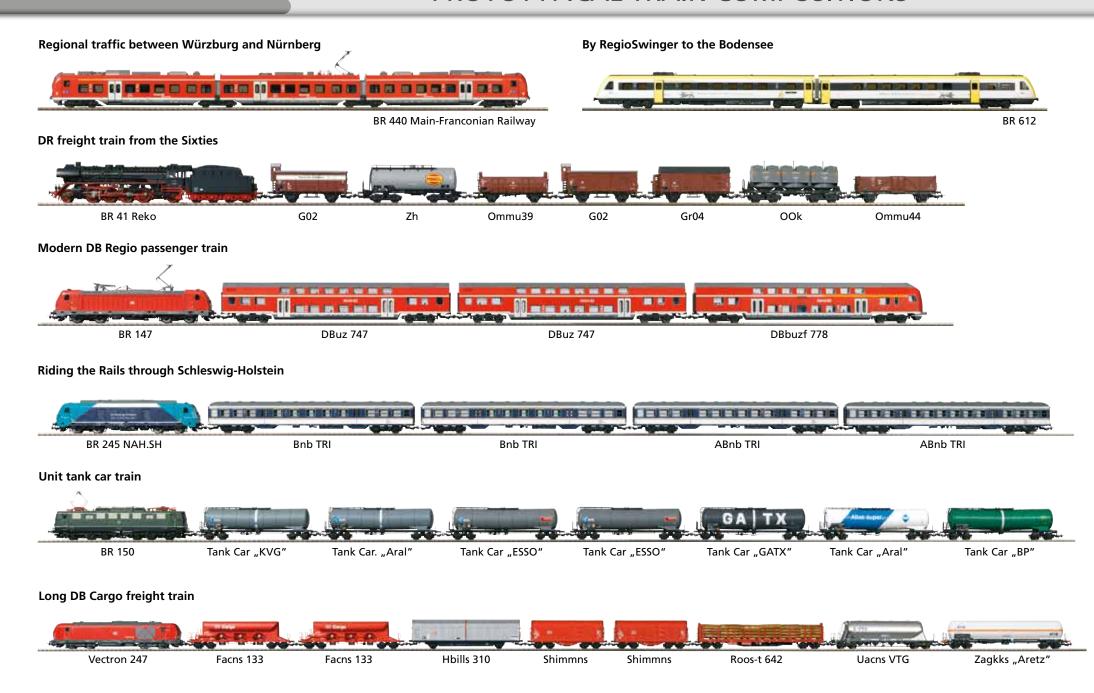


54

54743 Tank car SNCB III

Exclusive model - available only in Belgium

# PROTOTYPICAL TRAIN COMPOSITIONS



# PROTOTYPICAL TRAIN COMPOSITIONS



#### The saviour of the branchlines



Railbus VT 98 mit Control Car VS 98

## Switching on the industrial railroad in Sonneberg



## PKP passenger train



SP45 PKP Bwixd PKP Bwixd PKP (number variant) Bwixd PKP (number variant)





## freight train in the Netherlands IV



# PIKO DIGITAL ACCESSORIES



#### 55274 Servo Switch Decoder

Servo for switching up to four PIKO #55272 under-table turnout drives. Thanks to its special electronics, it is possible to control the Servo digitally or in analog mode and to program individually-adjustable, slow motion throws. In digital mode, control is direct via DCC addresses that are assigned to individual turnout motors. In analog mode, the respective turnout motors are thrown by the #55262 control module. Digital programming is carried out by means of addresses and function keys. Analog programming is done when a key on the #55262 control module performs the action on the corresponding motor. This means that no digital controller is required for analog mode.

For digital mode use #55040 SmartControl

For analog mode use #55262 control module

#55274 will need a 16V AC/DC, 500mA power supply (usually supplied by the layout's DCC system or an analog throttle) to operate!

- \*Technical specifications of #55274:
- Multiprotocol-capable (DCC / MM)
- Digital or analog mode
- Programming in analog mode is possible without a digital controller
- Additional 16V AC/DC, 500mA power supply; usually supplied by the layout's DCC system or analog throttle

#### **PIKO DIGITAL INFO**

For further questions please contact us. E-Mail: hotline@piko.de
PIKO-Hotline (Tuesdays and Thursdays
4 to 6 p.m.) +49 3675 – 89 72 55

We are happy to help you!

55030 PIKO Switch Decoder

etc.



## 55006 Power supply 2,25 A

Input: 230 V

Output: 16 V / 2,25 A / 36 W



## 55275 Digital Track Power Clip

Attaches to straight track #G231. Features an electromagnetic interference suppressor.



#### 55021 Power Cable for PIKO Digi 1&2

Note: Only use Power Cable to connect a max. 18 V AC/DC, 45 VA. power supply with the PIKO Digi 1 or Digi 2 receiver!



#### 55031 PIKO Relay Decoder

Switch decoder for electric accessories via two independent addresses such as lamps, motors etc.

Switch decoder to activate magnetic accessories via

two independent addresses i.e., turnouts, signals,



#### 56127

Upgrade kit w/ decoder for cab car directional lighting





56124 Function decoder with plug - suitable for all PIKO HO Cab Cars with plug-in interfaces

Technical Data

Address range: 1 – 9999 (long DCC address) Max. motor current/total output: 1.2 A

Function outputs: 1.0 A each

Size: 22 x 12.5 x 5 mm (0.87" x 0.49" x 0.20")

Decoder is factory-configured to DCC address 03. 28 speed-step operation and can be programmed and operated with DCC and Motorola\*\* systems.

#### Description:

This function decoder is a small, powerful multi-protocol decoder. It can be used with DCC and Motorola-Il digital systems. The decoder does not support the old Motorola data format for function decoders. The decoder has four function outputs that supply up to 1A per function. In order to drive lower-voltage loads, the 20V nominal voltage can be reduced for function outputs (A1, A2) and (A3, A4). The outputs can be configured individually. Each output can be direction-dependent, timed, or have a timed interval for a blinking effect. You can configure which outputs are active in analog mode. Direction-dependent outputs are switched by polarity during analog operation. In factory default configuration, the decoder automatically detects DCC or Motorola digital systems as well as analog operation. The desired mode of operation can be manually configured as well. One possible use for the decoder is to control the directional lighting of a cab car.

#### Properties

- Multi-protocol decoder for DCC and Motorola-II\*\*
- Suitable for the new DCC function decoder protocol with up to 32000 functions
- 4 function outputs up to 1A
- All function outputs are individually configurable to be:
- Direction-dependent
- Timed
- Blinking
- Outputs are dimmable in pairs
- Programmable via DCC or Motorola-format DCC control systems
- Supports Register, CV Direct, and Page programming in DCC mode



#### 56126 Function Decoder

Function decoder is suitable for passenger car interior lighting and head/tail light changes in cab control cars.



Technical Data

Address range: 1 – 9999 (long DCC address) Max. motor current/total output: 1.2 A

Function outputs: 1.0 A each

Size: 22 x 12.5 x 5 mm (0.87" x 0.49" x 0.20")

The decoder is factory configured to address 03, 28 speed-step operation and can be programmed and operated with DCC and Motorola\*\* systems.

#### Description:

This function decoder is a small, powerful multi-protocol decoder. It can be used with DCC and Motorola-II digital systems. The decoder does not support the old Motorola data format for function decoders. The decoder has four function outputs that supply up to 1A per function. In order to drive lower-voltage loads, the 20V nominal voltage can be reduced for function outputs (A1, A2) and (A3, A4). The outputs can be configured individually. Each output can be direction-dependent, timed, or have a timed interval for a blinking effect. You can configure which outputs are active in analog mode. Direction-dependent outputs are switched by polarity during analog operation. In factory default configuration, the decoder automatically detects DCC or Motorola digital systems as well as analog operation. The desired mode of operation can be manually configured as well. One possible use for the decoder is to control the directional lighting of a cab car.

#### Properties:

- Multi-protocol decoder for DCC and Motorola-II\*\*
- Suitable for the new DCC function decoder protocol with up to 32000 functions
- 4 function outputs up to 1A
- All function outputs are individually configurable to be:
- Direction-dependent
- Timed
- Blinking
- Outputs are dimmable in pairs
- Programmable via DCC or Motorola-format DCC control systems
- Supports Register, CV Direct, and Page programming in DCC mode

<sup>\*\*</sup> Märklin is a registered trademark of Gebr. Märklin & Cie. GmbH, Göppingen.

\*\*\* Motorola is a registered trademark of Motorola Inc. Tempe-Phoenix (Arizona/USA).



Applies to all sound modules & speakers on this page:



| NO             | DESCRIPTION   |    |  |  |  |  |
|----------------|---|----|--|--|--|--|
| N°             | DESCRIPTION   |    |  |  |  |  |
| They come with | PIKO sound modules can be connected to any decoder with a SUSI interface. They come with a speaker that fits the locomotive. The sound effects are tailored to the specific locomotive. |    |  |  |  |  |
| 56190          | PIKO Sound module & loudspeaker G7.1  |    |  |  |  |  |
| 56191          | PIKO Sound module & loudspeaker TRAXX   | 20 |  |  |  |  |
| 56192          | PIKO Sound module & loudspeaker<br>G1700 und G 1206   | 2) |  |  |  |  |
| 56193          | PIKO Sound module & loudspeaker BR 101,<br>BR 185.2 und BR 186  |    |  |  |  |  |
| 56195          | PIKO Sound module & loudspeaker<br>Talent 2 und BR 440  |    |  |  |  |  |
| 56196          | PIKO Sound module & loudspeaker RH 1216   |    |  |  |  |  |

| N°  | DESCRIPTION   |  |  |  |  |
|---|---|--|--|--|--|
| PIKO sound modules can be connected to any decoder with a SUSI interface. They come with a speaker that fits the locomotive. The sound effects are tailored to the specific locomotive. |   |  |  |  |  |
| 56197   | PIKO Sound module & loudspeaker<br>BR 118 und BR 119        |  |  |  |  |
| 56198   | PIKO Sound module & loudspeaker<br>DMU GTW Stadler          |  |  |  |  |
| 56199   | PIKO Sound module & loudspeaker<br>EMU GTW Stadler          |  |  |  |  |
| 56320   | PIKO Sound module & loudspeaker<br>Diesel Locomotive BR 106 |  |  |  |  |
| 56321   | PIKO Sound module & loudspeaker<br>DMU BR 612               |  |  |  |  |
| 56322   | PIKO Sound module & loudspeaker<br>Diesel Locomotive V 200  |  |  |  |  |

## PIKO DIGITAL-DECODER



PIKO locomotive decoders make for quick and easy digital conversions of analog DC locomotives with NEM interfaces. All decoders are load-controlled and suitable for DCC and Motorola data formats as well as for conventional direct current and alternating current layouts. The respective operating mode is detected automatically. All decoders support 14, 27, 28, and 128 speed steps as well as all address ranges (0-127 & 128 - 9.999). The decoders generally have two function outputs that depend on the direction of travel (directional lighting) as well as (depending on the model) up to seven further outputs that are individually switchable such as lighting, sound, or similar functions. Since all decoders are equipped with NEM standard plugs, they are simply plugged into the locomotive interface in place of the dummy plug. Disassembling a model for programming purposes is no longer necessary.



## 56122 Loco Decoder for Hobby Locos

**Technical Data:** 

Max. motor current: 0,65 A (running) / 1 A (starting)

Function outputs: 2 (direction of travel)

Total load: max. 1,0 A Size: 19,5 x 15,4 x 5 mm (0.76x0.60x0.19 in.)

Interface: NEM652 8 pin

#### **Description:**

These locomotive decoders can be used in DCC and Motorola-format systems. They also work in analog mode with direct current or alternating current. They recognize a change in direction of travel by surge impulse (Märklin system). By activating a locomotive's motor starting at 18.75 kHz, they are also suitable for coreless motors.

#### Common properties:

- Load regulation for smooth running characteristics
- smooth motor operation by 18.75 kHz starting voltage
- 14, 27, 28, and 128 speed steps; depending on the
- short and long addresses programming (0 9.999)
- low, medium, and high adjustable motor speed
- programming on the main (DCC / "POM")
- switching (shunting) mode (half speed)

- adjustable start-up / braking deceleration
- directional lighting switchable via F0
- recognition of DCC braking signal and DC braking tracks
- All outputs protected from short circuits
- automatic recognition of operating mode (analog / digital; DCC / Motorola)
- CV programming with all DCC-systems
- CV programming per register, page, or CV directly



| NR.   | NR. DESCRIPTION  |      | NR.   | DESCRIPTION  |             | NR.   | DESCRIPTION  |  |
|-------|--|------|-------|--|-------------|-------|--|--|
| 56000 | Motor with Flywheel<br>for all BR 01.5, 03, 38, 41                                     |      | 56017 | Bulb 14 V (5 Pcs.)<br>for all BR 01.5, 03, 38, 41  | *112.33     | 56028 | Traction Tire 12 x 8,4 mm (10 Pcs.) for all Locos BR E11, E42, E63, 77, 82, E93, 95, 109, 142, 163, 180, 182, 185, 189, 193, 211, 230, 242, Taurus | 000  |
| 56001 | Motor with Flywheel<br>for all BR 77, 82, 95   |      | 56018 | Bulb 19 V digital (6 Pcs.) wire termination for # 56102, # 56103, # 56131 - # 56136                                  | 9 4 7 2 3 5 | 56029 | Traction Tire 7,9 x 3,8 mm (10 Pcs.) for all Diesel Locos V 200 & GTW Stadler commuter trains  | <b>95%</b>   |
| 56003 | Motor with Flywheel<br>for all BR E11, 109, 211, E42,<br>142, 242, 180, 230            | *    | 56019 | Bulb 20 V digital (6 Pcs.) for all BR 01.5, 03, 38, 41, 77, 82, 95 & # 56100, # 56101                                | 555         | 56070 | Traction Tire<br>for ICE 4 (10 pcs.);<br>9,4 x 6,4 x 0,5 mm  | 95%  |
| 56004 | Motor with Flywheel<br>(BR 89) for all Saxon VT &<br>BR 89<br>for all saxon VT & BR 89 |      | 56023 | KÖ I Traction Tire<br>8,0 mm (10 Pcs.)   | 888         | 56025 | Coupler Springs PIN 62 (10 Pcs.) for all models before 1992 w/o close coupler mechanisms   | C C C C C C C C C C C C C C C C C C C  |
| 56011 | Bulb 16 V (5 Pcs,)<br>for all BR 01.5, 03, 38, 41, 77,<br>82, 95                       | 000  | 46020 | Traction Tire 8 x 5,6 mm (10 Pcs.) for Regioswinger  | 959<br>000  | 56030 | Coupler PIN 72 (2 Pcs.)<br>for all models w NEM-shaft  | A M  |
| 56012 | Bulb 16 V (5 Pcs.)<br>for all BR 01.5  | 000  | 56024 | Traction Tire 14,2 x 10,5 mm (10 Pcs.) for all BR E04, 104, 204  | 956<br>0    | 56033 | Coupler PIN 78/01 (2 Pcs.),<br>short<br>for all models before 1992 w/o<br>close coupler mechanisms   | The party of the p |
| 56015 | Bulb for 1,5 V Interior Lighting (8 Pcs.) for Blauer Blitz                             | Will | 56026 | Traction Tire 10 x 6,4 mm<br>(10 Pcs.)<br>for all BR 01.5, 03, 38, 41, PCE,<br>BR 94, ICE 3, BR 218, Blauer<br>Blitz | 959<br>0    | 56034 | Coupler PIN 78/02 (2 Pcs.),<br>long<br>for all models before 1992 w/o<br>close coupler mechanisms  | The Man  |
| 56016 | Bulb 14 V (5 Pcs.)<br>for # 56100 & # 56101  | 666  | 56027 | Traction Tire 7,7 x 4 mm (10 Pcs.) for VT 642 Desiro & BR 442 "Talent 2"   | <b>96%</b>  | 56035 | Coupler Hook (5 Pcs.)<br>for all BR 01.5, 03, 38, 41 & KÖ  | 111  |



| NR.   | DESCRIPTION   |  |
|-------|---|--|
| 56036 | Coupling Adapter (2 Pcs.) Helps prevent lock-up on locos without close coupling mechanisms. |  |
| 56040 | Brake Hoses (2 Pcs.) for all models   | 40   |
| 56041 | Close Coupler Blauer Blitz  | The state of the s |
| 56042 | Standard Close Coupler<br>(6 Pcs.)<br>for all models w/ NEM shafts                          | 5666   |
| 56043 | Knuckle Coupler,<br>Fits NEM-Standard<br>Socket, 2 Pcs.                                     | 79   |
| 56046 | H0 close coupling 2020  | CAD drawing  |
| 56047 | H0 close coupling, NEW 2020   | CAD drawing  |

| NR.   | DESCRIPTION                              |    |
|-------|--|----|
| 56050 | Wheelset (2 Pcs.),<br>1 x Insul, 11,3 mm | 88 |
| 56051 | Wheelset (2 Pcs.),<br>2 x Insul, 11,3 mm | 88 |
| 56052 | Wheelset (2 Pcs.),<br>1 x Insul, 10,3 mm | 88 |
| 56053 | Wheelset (2 Pcs.),<br>2 x Insul, 10,3 mm | 25 |
| 56054 | DC Spoked Wheelset<br>(2 Pcs.), 11,3 mm  | 28 |
| 56060 | AC WheesIset<br>(2 Pcs.), 11,3 mm        |    |
| 56061 | AC Wheelset<br>(2 Pcs.), 10,3 mm         |    |
| 56062 | AC Spoked Wheelset<br>(2 Pcs.), 11,3 mm  | 20 |

| NR.   | DESCRIPTION  |                     |
|-------|--|---------------------|
| 56063 | AC Wheelset  Passenger Coach EW I (2 pcs), 10,45 mm                            |                     |
| 56065 | Wheelset (2 Pcs.) for TrixExpress 1 x Insul, 9 mm                              | 88                  |
| 56066 | AC Wheelset (2 Pcs.) 10,3 mm for ICE 3 Coaches                                 | 2.2                 |
| 56080 | Crankpins Dark Gray Set of 8+4 to 1999 for all BR 01.5, 03, 38, 41, 77, 82, 95 | 77777               |
| 56083 | Crankpins Silver Set of 8+4 to 1999 for all BR 01.5, 03, 38, 41, 77, 82, 95    | 99999999            |
| 56081 | Buffer w Housing (8 Pcs.) for all old state railway cars                       | \$ 5 5 5<br>5 5 5 5 |
| 56082 | Buffer round (8 Pcs.) for all models with round buffer plates                  | 1117                |
| 56090 | Bulb (2 Pcs.)  16 V / 30 mA for all Hobby-Locos except Hondekop & ICE 3        |                     |

| NR. DESCRIPTION |  |      | NR.   | DESCRIPTION                                     |  | NR.   | DESCRIPTION  |  |
|-----------------|--|------|-------|---|--|-------|--|--|
| 56095           | Bulb (5 Pcs.) 16 V / 30 mA<br>for # 55750 Wooden mast<br>w/Light & # 55751 Telephone<br>Poles set of 3     |      | 56130 | Interior Lighting<br>Corridor Coaches           | 8252   | 56138 | End Lighting  Bi-Level Ctrl. Coaches  Dbmqee       |  |
| 56096           | Bulb (5 Pcs.) 19 V / 60 mA<br>for # 55752 Lattice-Mast<br>single arm & # 55753 Lattice-<br>Mast double arm |      | 56131 | Interior Lighting<br>Corridor Ctrl. Coaches     |  | 56139 | LED-Interior Lighting GTW Stadler commuter train   |  |
| 56097           | Bulb (5 Pcs.) 19 V / 60 mA<br>for # 55754 Street Light single<br>arm & # 55755 Street Light<br>double arm  |      | 56132 | Interior Lighting<br>Mail Car p/13              | A CONTRACTOR OF THE PARTY OF TH | 56140 | LED-Interior Lighting Articulated Train DBGe12     |  |
| 56098           | Bulb (5 Pcs.)  19 V / 40 mA for # 55756 Old Street lamp  |      | 56133 | Interior Lighting<br>Railway Mail Car 4-a/15    | and the second   | 56141 | LED-Interior Lighting Articulated Buffet Car       | Charles and Charle |
| 56100           | Interior Lighting  Modern Coach for all Modernized Coaches   |      | 56134 | Interior Lighting<br>Railway Mail Car 4-p/21    |  | 56142 | LED-Interior Lighting Articulated Baggage Car      |  |
| 56101           | Interior Lighting Reko Coaches for all Reko Coaches  |      | 56135 | Interior Lighting Skirted Coaches + Baggage car | 522  | 56143 | LED-Interior Lighting  Middle Car  GTW Stadler 2/8 | ***************************************  |
| 56102           | Interior Lighting  Bi-Level Coach for all Bi-Level Coaches   | 1111 | 56136 | Interior Lighting Saxon Coaches                 |  | 56144 | LED Interior Lighting<br>UIC-X Passenger Cars      |  |
| 56104           | Interior Lighting Bi-Level Coaches You will need 5 interior lighting kits for the entire train.            |      | 56137 | End Lighting<br>Bi-Level Ctrl. Coaches          | 10   | 56145 | LED-Interior Lighting<br>Control Car ET 440        | 800000000000000000000000000000000000000  |



| NR.   | DESCRIPTION   |   |
|-------|---|---|
| 56146 | LED-Interior Lighting<br>Middle Car ET 440          |   |
| 56147 | LED-Interior Lighting<br>Control Car ET 440<br>long |   |
| 56148 | LED-<br>Interior Lighting<br>Passenger Car 120A PKP | THE REAL PROPERTY.                      |
| 56280 | LED-<br>Interior Lighting<br>Center entrence Car    |   |
| 56281 | LED-<br>Interior Lighting<br>IC Passenger Car       |   |
| 56282 | LED-<br>Interior Lighting<br>IC Passenger Car       |   |
| 56283 | LED-<br>Interior Lighting<br>IC Buffet Car          | 800000000000000000000000000000000000000 |
| 56284 | LED lighting kit for<br>111A Passenger cars         | 19                                      |

| NR.                         | DESCRIPTION  |       |
|-----------------------------|--|-------|
| 56286                       | LED lighting kit<br>for EW I Coach   | M W   |
| 56288 /<br>56289 /<br>56290 | LED lighting kit for ICE 4 Cab car  LED lighting kit for ICE 4 Dining car  LED lighting kit for ICE 4 Middle car | photo |
| 56291                       | LED lighting kit<br>for x Coach  |       |
| 56292                       | LED lighting kit<br>for x Cab car  |       |
| 56293                       | LED lighting kit<br>for Wittenberger Cab car   |       |
| 56294                       | LED lighting kit for Eurofima Passenger Car 1st cl.  | photo |
| 56295                       | LED lighting kit for Eurofima Passenger Car 2nd cl.  | photo |
| 56296                       | LED lighting kit for Eurofima Passenger Car rear light   | photo |

| NR.   | DESCRIPTION   |     |
|-------|---|-----|
| 56110 | AC Pickup Shoe<br>Most Locos 50 mm                          |     |
| 56111 | AC Pickup Shoe<br>Most Locos 63 mm                          |     |
| 56112 | AC Pickup Shoe<br>for Expert Passenger Cars                 |     |
| 56115 | Replacement Track<br>Cleaning Pad                           |     |
| 56116 | Wheel contacts set for PIKO HO SmartMeasure Car             |     |
| 56128 | Dummy plug PluX   | *** |
| 56129 | Dummy plug<br>for all DC-Locomotives<br>w digital Interface |     |
| 56149 | Pantograph for E-Loco RH 1216 silver                        | C.  |

| NR.   | DESCRIPTION  |          | NR.   | DESCRIPTION  |    |
|-------|--|----------|-------|--|----|
| 56150 | Pantograph SBS 10<br>(1 Pcs.)<br>for E04 DR, E63 Db (AEG),<br>163 DB (AEG), E93 DB, 193 DB |          | 56166 | Pantograph for BR 193 / Vectron lower arm made of metal, red | Ž  |
| 56151 | Pantograph SBS 9 (1 Pcs.) for E04 DRG, E93 DRG   |          | 56250 | Pantograph for<br>BR 187 DB AG                               |    |
| 56152 | Pantograph SBS 39  DBS54 (1 Pcs.) for E04 DB, 104 DB                                       |          | 56251 | Pantograph<br>for BR 187 SBB                                 | Z  |
| 56154 | Pantograph & Double rocker Hlls2D E63 for E63 DRG (AEG), E63 DRG (BBC)                     |          | 56253 | Pantograph DBS54   |    |
| 56156 | Pantograph for Hobby-Locos lower arm made of metal, red                                    |          | 56254 | Pantograph  DBS54 for BR 110/140, 141, 150                   |    |
| 56157 | Pantograph for Hobby-Locos lower arm made of metal, grey                                   | Š        | 56255 | Pantograph<br>VSH 2 F2 for BR 243/143                        | 4  |
| 56158 | Pantograph for<br>Railcar Hondekop   | <b>D</b> | 56256 | Pantograph VSH 2 F5 for BR 112/143                           | D. |
| 56159 | Pantograph for Railcar Hondekop  |          | 56257 | Pantograph for BR 1010 w Wanisch-compensator                 |    |
|       |  | ×        |       | ·  |    |

| NR.   | DESCRIPTION                              |   |
|-------|--|---|
| 56258 | Pantograph<br>SBS65                      | 4 |
| 56259 | Pantograph BR 193<br>Vectron Germany     | 4 |
| 56260 | Pantograph BR 193<br>Vectron Switzerland |   |
| 56261 | Pantograph BR 193<br>Vectron Poland      |   |
| 56170 | Wheelset Taurus, DC<br>w/o Tire (2 Pcs.) | 8 |
| 56171 | Wheelset Taurus, AC<br>w/o Tire (2 Pcs.) | 8 |
| 56172 | Wheelset Taurus, AC w Tire (2 Pcs.)      | 8 |
| 56173 | Wheelset BR 185, DC<br>w/o Tire (2 Pcs.) | 6 |



| NR. DESCRIPTION |   |     |  |  |
|-----------------|---|-----|--|--|
| 56174           | Wheelset BR 185, AC<br>w/o Tire (2 Pcs.)                      | 6   |  |  |
| 56175           | Wheelset BR 185, AC<br>w Tire (2 Pcs.)                        | 6   |  |  |
| 56176           | Wheelset BR 218, DC<br>w Tire (2 Pcs.)                        | 6   |  |  |
| 56177           | Wheelset Taurus, DC w Tire (2 Pcs.) w/ bolt pattern on face   | 8   |  |  |
| 56178           | Wheelset BR 185, DC<br>w Tire (2 Pcs.)                        | 6   |  |  |
| 56179           | Wheelset BR 189, DC w Tire (2 Pcs.) w/ bolt pattern on face   | 6   |  |  |
| 56180           | Wheelset Hercules, DC w Tire (2 Pcs.) w/ bolt pattern on face | 6   |  |  |
| 56181           | Wheelset BR 67400, DC w Tire (2 Pcs.)                         | 90. |  |  |

| NR.   | DESCRIPTION   |       |
|-------|---|-------|
| 56182 | Replacement wheelsets for DC Vectron electric locomotive (4 pieces) | 0000  |
| 56183 | Replacement wheelsets for AC Vectron electric locomotive (4 pieces) | 0000  |
| 56184 | Replacement wheelsets for DC Vectron diesel locomotive (4 pieces)   | Photo |
| 56185 | Replacement wheelsets for AC Vectron diesel locomotive (4 pieces)   | Photo |
| 56160 | Smoke unit 10-16 V<br>AC / DC - analog                              | -     |
| 56161 | Smoke unit<br>10-16 V AC / DC - digital                             | -     |
| 56162 | Smoke Fluid 50 ml &<br>Syringe                                      | ENG.  |
| 56163 | Steam generator 10-16 V AC/DC for Steam Loco BR 78                  |       |

| NR. DESCRIPTION |  |             |   |  |
|-----------------|--|-------------|---|--|
| 56300           | Precision Oiler w/<br>applicator   |             |   |  |
| 56301           | Loco-Oil,<br>refill bottle 50 ml   |             | 10 mm |  |
| 56330           | Replacement loudspea<br>square<br>25 x 15,4 x 7,5 mm<br>(6Ohm/0,7W)                  | ker,        | 2   |  |
| 56331           | Replacement loudspea<br>for ICE 4,<br>25 x 16 x 6,4 mm<br>(80hm/1W)                  | ker         |   |  |
| 56332           | Replacement<br>loudspeaker,<br>square, with frame<br>15 x 25 x 6.4 mm<br>(4Ohm/1-2W) | NEW<br>2020 |   |  |
| 56333           | Replacement<br>loudspeaker,<br>oval,<br>13,5 x 19,5 x 4 mm<br>(8 Ohm/1W)             | NEW<br>2020 |   |  |
| 56334           | Replacement<br>loudspeaker,<br>round, Ø 23 x 5 mm<br>(40hm/1W)                       | NEW<br>2020 |   |  |





# PIKO building kits – perfect for every layout!

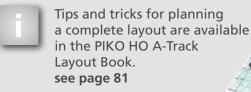


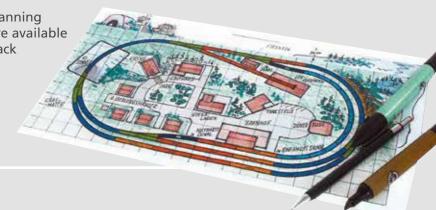
PIKO kits have realistic sign decals; helping to set the theme of your layout.

- > Realistic colors
- > Pre-weathered parts
- > Precisely fitting parts and understandable instructions make for easy assembly









This paving materials yard has several bulk gravel bunkers along with a mobile conveyor and space to handle incoming and outgoing shipments. The office and workshop oversee yard operations. Parts of this kit are pre-weathered.

## **61153 Neustadt Materials Yard**

A growing city needs raw construction materials like gravel and rock.



420 x 340 x 80 mm (16.5 x 13.4 x 3.1 in.)



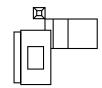






## **61149 Schultheiss Brewery**

The architecture of the brewery dates back to the 1920s. The two-part brick building is big enough to accommodate all the necessary equipment for brewing beer. The impressive smoke stack adds a finishing touch to this attractive brewery complex. Some parts of the kit are pre-weathered.

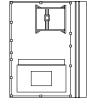


308 x 328 x 200 mm (12.1 x 12.9 x 7.9 in.)



#### 61152 Gerlacher Crate & Lumber Co

This barrel-roofed workshop takes raw lumber and turns it into shipping crates. The enclosed yard features an overhead crane for lifting heavy loads. The model includes a finely-detailed wrought-iron fence with impressive brick columns. Parts of the kit are pre-weathered.



420 x 340 x 110 mm (16.5 x 13.4 x 4.3 in.)



## 61151 Prefab Petersburg Market

In the growing town of Petersberg, the speed of prefabricated concrete construction is an advantage. This convenience store became a busy shopping place as soon as the building was finished. Parts of this kit are pre-weathered.



172 x 165 x 50 mm (6.7 x 6.5 x 1.9 in.)





## **61146 Prefab Apartment Block**

During the seventies, many "Plattenbauweise" (prefab construction) apartment buildings were built to meet the demand for inexpensive housing. These structures were made from precast concrete slabs which were assembled according to a modular design. PIKO's apartment kit follows the same modular construction principle. Some pieces of the kit show traces of natural wear and tear. The basic kit includes five stories that you can add on to with the #61147 extension set.



170 x 180 x 200 mm (6.7 x 7.0 x 7.8 in.)

## **61147 Prefab Apartment Under Construction**

Adding a building under construction to your layout is easy with the WBS70 apartment house (# 61146) extension set. The kit includes two additional floors (64 mm, 2.5 inches), whose pieces show traces of wear and tear.

Using basic kits and extension sets, the modeler can build an entire neighborhood with houses of differing heights.



170 x 150 x 65 mm (6.7 x 5.9 x 2.6 in.)





## 61148 Prefab Restaurant

This restaurant is built in the same construction style as the WBS70 apartment house (# 61146). A housing complex can be enlarged with this classic one-story building.



170 x 165 x 65 mm (6.7 x 6.5 x 2.6 in.)





## **61145 Neuburg Cottages**

These two suburban houses look good next to the railroad tracks. Some parts of this kit are pre-weathered..



big city.

172 x 165 x 130 mm (6.7 x 6.5 x 5.1 in.)

The town now has a three-story junior high school building that looks as good as any in a





2 pc.

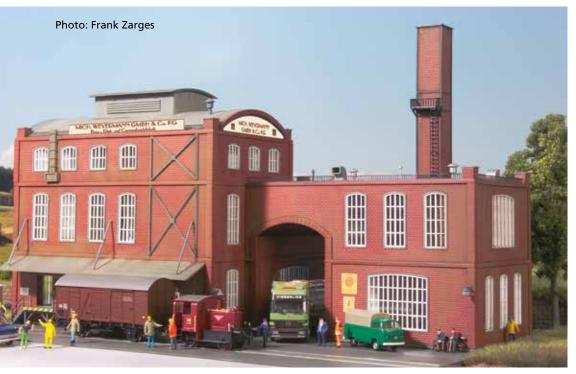
105 x 99 x 99 mm (4.1 x 3.9 x 3.9 in.)

Garage

51 x 29 x 38 mm (2.0 x 1.1 x 1.5 in.)



440 x 420 x 275 mm (17.3 x 16.5 x 10.8 in.)



#### 61144 Malt House

This malt house consists of two buildings connected to each other over an arched passageway. The kit's baseboards make it possible to integrate a side track into the pavement. Loading and unloading scenes can be modeled on the covered loading dock. Some parts of the kit come preweathered.



420 x 335 x 200 mm (16.5 x 13.2 x 7.9 in.)



## 61134 Locomotive Repair Shop

This steam locomotive facility is an ideal building for the engine terminal on your layout. The two brick buildings are connected by a passageway and contain all the infrastructure needed for maintaining steam locomotives. The baseboards included in the kit make allow you to lay a track in the pavement from the shop doors to the gantry crane. Some parts of this kit come pre-weathered.





# PIKO



210 x 115 x 140 mm (8.3 x 4.5 x 5.5 in.) w base plate: 232 x 210 x 145 mm (9.1 x 8.3 x 5.7 in.)



180 x 47 x 88 mm (7.0 x 1.9 x 3.5 in.)

#### 61137 Reinbek Interlocking Tower

This signal tower used to stand next to Reinbek station; on the line between Hamburg and Berlin. It was put into operation in 1933 as an electromechanical interlocking tower. Its unusual form and steel construction gave it a very modern appearance. The semicircular brick base that was added later was used as a storage room for Maintenance-of-Way crews. Access to the signal room was via the bridge walkway and its intricate staircase. With its classic form, this authentically-weathered model is perfect for any layout. It can be built with or without the baseplate.

### **61128 Neuses Interlocking Tower**

Makeshift interlocking towers were typical of the post-war period and could be found in a number of designs. This makeshift interlocking tower features an old passenger car body that has been hoisted atop a brick/stone base. This provided the tower operator with the necessary visibility for the turnouts and signals that he controlled. The realistic colors and stone texture of the model along with a trace of weathering help create an eye-catching structure for era III and IV layouts. Interlocking towers like this model continued to be used right up through the 1980s. A good example of a temporary interlocking tower was situated just outside Kassel main station.



#### 61112 Suburban Station

Temporary station buildings like this model were characteristic of the post-war years when Germany was rebuilding from widespread destruction. The collection of structures conveys an image of social and railroad history: the "station" is made of corrugated metal and its "waiting room" is a wooden shed. The "freight house" is an old boxcar. The kit is particularly suited for era III layouts but will also be at home on era IV layouts. Some parts of the kit are factory-weathered.



390 x 100 x 55 mm (15.4 x 4.0 x 2.2 in.)

#### 61141 ESSO Tank Farm Complex

Railroads play an important part in supplying their own competitors; the trucking and automobile industries. They transport large quantities of fuel from refineries to regional tank farms that supply it as needed to local gas stations.



420 x 340 x 120 mm (16.5 x 13.4 x 4.7 in.)





#### 61103 Locomotive Scrap Yard

Three scrap bunkers can be loaded individually from the assorted old locomotive parts (wheelsets/boilers/siderods/buffers/frames) included in this kit. A very realistic scrapyard scene can be re-created in combination with the gantry crane and the two-story workshop. Some parts of the kit are pre-weathered. (Example illustration; actual contents may differ.)

#### 61102 Portal Crane

A gantry crane like this one can be put to good use in a rail yard or on an industrial site. The operators cab and the grab can be moved sideways. Some parts of this kit come pre-weathered.



190 x 210 x 160 mm (7.5 x 8.3 x 6.3 in.)

### 61101 Repair Shop

Small engines or trucks can be driven right into this repair shop. The glass superstructure provides plenty of light for working in the shop, which has wide doors at each end. Some parts of this building are pre-weathered.



210 x 230 x 75 mm (8.3 x 9.0 x 3.0 in.)





#### 61113 Billinger's Co-Op Feed Warehouse

Grain elevators like this are common in rural areas. The cargo to be shipped (mainly grain) is loaded into rail cars spotted on the elevator's siding. The highly detailed feed warehouse can be used together with other buildings to create a realistic industrial scene on rural-themed layouts. The baseboards included in the kit have grooves cut for rails, for modeling paved trackage.



210 x 230 x 168 mm (8.3 x 9.0 x 6.6 in.)

#### 61115 Billinger's Co-Op Surge Bins

Before the grain can be loaded into trucks, it must first be loaded into the bins. The bins themselves are mounted on finely detailed steel framework. The blowers, piping, and fans complete the authentic appearance of this model. Some parts of the kit come pre-weathered.



210 x 134 x 153 mm (8.3 x 5.3 x 6.0 in.)

### 61114 Billinger's Co-Op Grain Elevator

This impressive grain elevator is used to dry and store grain. The kit features significant details like grain pipes and an external conveyor, that give the building an authentic appearance. Some parts of this kit are pre-weathered.



210 x 230 x 230 mm (8.3 x 9.0 x 9.0 in.)

#### **61111 Coal Dealer Accessories**

The many items in this kit can be used to add authentic detail to a coal yard. Tools, hand trucks, air compressors, coal sacks, oil barrels, as well as a mobile conveyor make life easier for Grabowsky's employees.

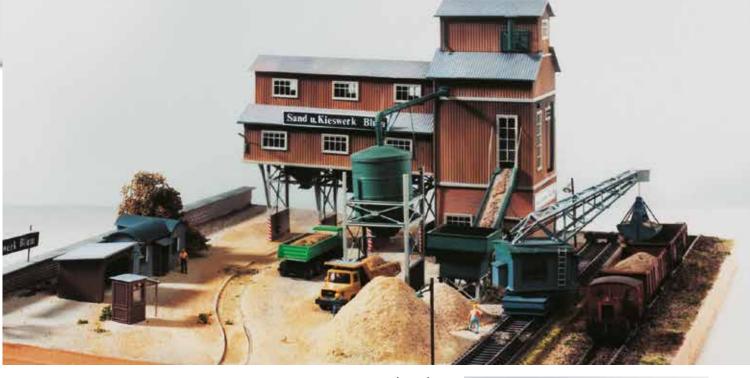


# SAND WORKS



### 61123 Sand Works Loading Tipple

Sand and gravel from the grading tower flow down through the loading tipple to waiting train cars or trucks. Three separate loading positions guarantee quick discharge of the material. Some parts of this kit come pre-weathered.





182 x 108 x 168 mm (7.2 x 4.3 x 6.6 in.)



Sand and gravel arriving at the sand works is carried from the open bin up to the grading tower on a conveyor belt. The silo fills trucks with high-grade sand which is blown in from the grading tower to the silo. Some parts of this kit are pre-weathered.



52 x 148 x 148 mm Silo (2.0 x 5.8 x 5.8 in.) 48 x 155 x 120 mm Transport (1.9 x 6.1 x 4.7 in.)

## 61126 Sand Works Unloading Crane

The unloading crane moves on rails, which makes it possible to unload arriving freight cars or even river barges if the sand and gravel works is located along a navigable stretch of water. Some parts of the kit come pre-weathered.



134 x 44 x 100 mm (5.3 x 1.7 x 3.9 in.)

### 61124 Sand Works Grading Tower



120 x 94 x 220 mm (4.7 x 3.7 x 8.7 in.)



# 61127 Sand Works Sales Office



84 x 64 x 38 mm (3.3 x 2.5 x 1.5 in.)





# E. STRAUSS GLASS FACTORY





#### 61116 E Strauss Glass Factory

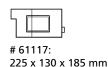
This barrel-roofed glass foundry is an impressive building. The glass smelting furnaces are located in the larger building. This is also where the glass blowers themselves work. The kit features an authentic mix of building materials like brick and natural stone as well as a covered loading dock at the back and a correctly-sized vent. Some parts of the building are factory weathered.

#### 61117 Factory Annex

The annex to the main building perfectly matches the main building's style and height, and it provides a wide passageway which can be used for loading rail cars. The baseboards included with the main building and annex have grooves cut for rails for laying a paved side track. Some parts of the kit are factory weathered.



# 61116: 225 x 130 x 185 mm (8.9 x 5.1 x 7.3 in.)



(8.9 x 5.1 x 7.3 in.)

# 61118 Factory Smokestack

A glass foundry needs a lot of heat, so a boiler house with a large smokestack is a must for this kit! The smokestack stands on a masonry base and features an access ladder for a chimney sweep. Steel reinforcements and a touch of weathering make for a very realistic kit.

#### **61119 Factory Accessories**

This selection of accessories consisting of air compressors, containers, acid containers, and hand tools is suitable for more than just the glass foundry. A loading crane is also included in this kit.

#### 61120 Factory Fence

This finely detailed fence is a perfect addition to the glass foundry. The fence is weathered like the original and is set on a low wall. The kit contains enough fencing to be used for a variety of industries.



# 61118: 50 x 50 x 260 mm (2.0 x 2.0 x 10.2 in.)



130 x 95 x 75 mm (5.1 x 3.7 x 3.0 in.)

## **STRUCTURES**

# **MAIN-BETON READY-MIX CEMENT**





172 x 152 x 130 mm (6.8 x 6.0 x 5.1 in.) w base plate:

224 x 204 x 135 mm (8.8 x 8.0 x 5.3 in.)



The cement plant can be surrounded by a typical industrial fence made of wire mesh.

#### **61131 Concrete Plant Silos**

Various grades of ready-mix concrete are stored in these silos. The cement is discharged from each silo into cement trucks.



340 x 210 x 190 mm (13.4 x 8.3 x 7.5 in.)



61130 Concrete Plant Mixing Building This building comprises the mechanical heart of the cement plant.



420 x 230 x 130 mm (16.5 x 9.0 x 5.1 in.)

#### 61132 Concrete Plant Sand Bunkers

There's no concrete without sand! Main-Beton's sand bunkers complete your H0 ready-mix plant.



230 x 210 x 55 mm (9.0 x 8.3 x 2.2 in.)





# PIKO

# **TANKS**

#### **61121 Tall Storage Tanks**

Tall storage tanks add interest to industrial complexes such as J. Hennig Oil Products. They can also be used to build entire refineries where both large and small tanks are located. Numerous details like tank fittings and oil sumps have been accurately reproduced on this factory-weathered PIKO model.

### 61104 Short Storage Tanks

This kit contains two oil tanks for storing bulk petroleum products. The factory-weathered tank fittings, filling points, and oil sumps look very realistic.



175 x 90 x 70 mm (6.9 x 3.5 x 2.8 in.)



#### 152 x 66 x 56 mm (6.0 x 2.6 x 2.2 in.)

#### 61106 Tank Station Office

It's not only important to get the trucks loaded; the paperwork has to be filled out, too. For this reason, there is an office right next to the pump station, where small quantities of oil are also sold in barrels.



#### 61105 Tank Station Fill Racks

Esso

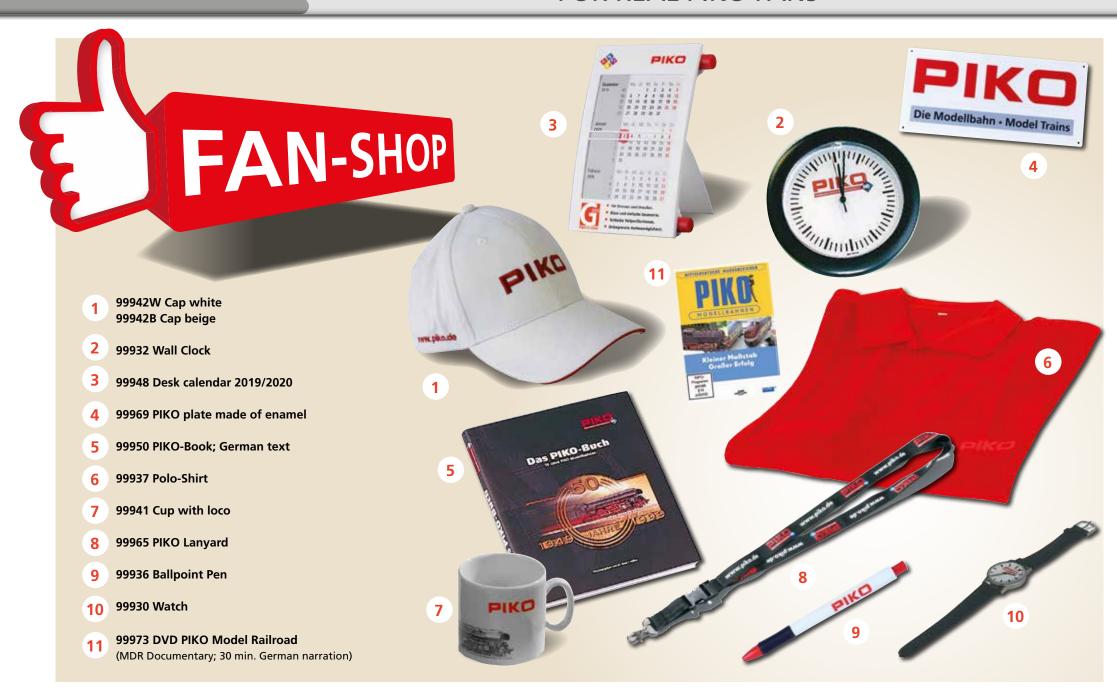
162 x 90 x 140 mm (6.4 x 3.5 x 5.5 in.)

To ensure that unit tank trains are loaded quickly, tank car loading racks are located at petroleum facilities and chemical plants. Some parts of this kit are factory weathered.

225 x 25 x 75 mm (8.9 x 1.0 x 3.0 in.)



# FOR REAL PIKO FANS





### **Your Opinion is Important to Us!**

If you have any suggestions or complaints for us, or if you see something missing from our range of products; please do not hesitate to contact us. Satisfying our customers is our top priority! Write to us at:

PIKO Spielwaren GmbH, Lutherstraße 30, 96515 Sonneberg Or, e-mail us at hotline@piko.de.

We will reply!

### **PIKO Factory Tours**

If you are traveling to southern Thuringia; drop by our headquarters! Once a month, fans and interested visitors have the opportunity to take a tour of the PIKO plant. For more information and specific dates, please call Martina Matthäi (customer service) at +49 3675 – 89 72 42.

#### **Service**

We have established a hotline for customers who have specific questions about PIKO products or technical problems. The hotline team is here for you on Tuesdays and Thursdays from 4 to 6 p.m. (Central European Time)

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- 6 99952 Plastic Bag, 38x50 cm (1.5x2.0 in.) 99956 Plastic Bag, big, 69x50 cm (2.7x2.0 in.)
- 99971 Beach flag PIKO

  7 99900 Price D
  99972 Beach flag PIKO myTrain®

  8 = 38.7 mm
- 4 99933 Lamp 20x101 cm (0.79x3.9 in.)
- 5 99934 Outdoor lamp 30x80 cm (1.2x3.1 in.)

99931 PIKO-Flag 80x120 cm (3.1x4.7 in.)

- 7 99900 Price Displays (6 pcs.)B = 38,7 mm (1 ¼")
- 8 99906 PIKO Logo-Sticker 12 cm (0.47 in.) 99907 PIKO Logo-Sticker 40 cm (1.6 in.) 99909 PIKO Logo-Sticker 68 cm (2.6 in.)

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| 50135 | 371  | 51303 | 127  | 51347 | 130  | 51540 | 94   | 51652 | 123  | 51752 | 105  | 51843 | 110  | 52070 | 377  | 52511 | 202  | 52660 | 209  |
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| 50269 | 370  | 51307 | 125  | 51349 | 131  | 51542 | 94   | 51670 | 103  | 51764 | 146  | 51845 | 110  | 52072 | 376  | 52513 | 202  | 52662 | 209  |
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| 50429 | 368  | 51309 | 125  | 51351 | 131  | 51560 | 139  | 51675 | 104  | 51768 | 147  | 51847 | 110  | 52088 | 378  | 52540 | 179  | 52664 | 208  |
| 50436 | 371  | 51310 | 126  | 51360 | 151  | 51574 | 139  | 51676 | 104  | 51769 | 147  | 51849 | 110  | 52089 | 379  | 52541 | 179  | 52665 | 208  |
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| 50603 | 92   | 51317 | 125  | 51367 | 150  | 51584 | 137  | 51706 | 119  | 51802 | 108  | 51868 | 112  | 52273 | 376  | 52572 | 186  | 52692 | 216  |
| 50604 | 93   | 51320 | 115  | 51368 | 150  | 51585 | 137  | 51707 | 119  | 51803 | 108  | 51869 | 112  | 52289 | 379  | 52576 | 186  | 52693 | 216  |
| 50605 | 93   | 51321 | 115  | 51369 | 150  | 51586 | 122  | 51709 | 111  | 51805 | 108  | 51881 | 149  | 52291 | 379  | 52577 | 186  | 52694 | 216  |
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| 50607 | 93   | 51323 | 115  | 51371 | 150  | 51588 | 138  | 51711 | 119  | 51808 | 108  | 51883 | 149  | 52293 | 378  | 52601 | 200  | 52700 | 221  |
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| 51056 | 375  | 51327 | 114  | 51381 | 98   | 51600 | 100  | 51733 | 116  | 51820 | 129  | 51888 | 148  | 52403 | 172  | 52611 | 201  | 52708 | 221  |

Legend: red writing = New Product 2020 green writing = Out of production 2020 (available as long as stock last) blue writing = Out of stock



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| 52725 | 244  | 52800 | 192  | 52847 | 215  | 53206 | 387  | 54143 | 408  | 54509 | 312  | 54738 | 399    | 55016 | 14         | 55220 | 78     | 55294 | 82   |
| 52726 | 244  | 52801 | 192  | 52848 | 215  | 53212 | 384  | 54147 | 408  | 54510 | 392  | 54739 | 404    | 55017 | 14         | 55221 | 78     | 55296 | 82   |
| 52727 | 244  | 52802 | 193  | 52849 | 215  | 53213 | 384  | 54189 | 314  | 54582 | 312  | 54741 | 412    | 55018 | 14         | 55222 | 78     | 55297 | 82   |
| 52730 | 244  | 52803 | 193  | 52860 | 229  | 53229 | 389  | 54191 | 314  | 54586 | 310  | 54742 | 413    | 55021 | 416        | 55223 | 78     | 55298 | 82   |
| 52731 | 244  | 52804 | 193  | 52861 | 229  | 53230 | 389  | 54194 | 314  | 54589 | 310  | 54743 | 413    | 55030 | 416        | 55224 | 78     | 55299 | 82   |
| 52732 | 244  | 52805 | 193  | 52862 | 229  | 53232 | 389  | 54196 | 314  | 54601 | 300  | 54754 | 405    | 55031 | 416        | 55225 | 78     | 55300 | 80   |
| 52733 | 244  | 52807 | 191  | 52863 | 229  | 53233 | 389  | 54230 | 394  | 54604 | 300  | 54759 | 314    | 55050 | 32         | 55226 | 78     | 55310 | 80   |
| 52740 | 185  | 52809 | 191  | 52866 | 228  | 53235 | 383  | 54246 | 394  | 54611 | 410  | 54760 | 292    | 55051 | 33         | 55227 | 78     | 55311 | 89   |
| 52741 | 185  | 52812 | 192  | 52880 | 243  | 53237 | 383  | 54249 | 394  | 54614 | 411  | 54768 | 292    | 55052 | 33         | 55228 | 78     | 55320 | 80   |
| 52742 | 184  | 52813 | 192  | 52881 | 243  | 53240 | 388  | 54300 | 392  | 54615 | 411  | 54778 | 282    | 55053 | 33         | 55230 | 82     | 55321 | 89   |
| 52743 | 184  | 52814 | 192  | 52882 | 243  | 53241 | 388  | 54301 | 392  | 54620 | 301  | 54779 | 283    | 55054 | 33         | 55231 | 82     | 55330 | 81   |
| 52745 | 185  | 52815 | 192  | 52883 | 243  | 53242 | 388  | 54310 | 392  | 54625 | 301  | 54861 | 409    | 55056 | 33         | 55240 | 78     | 55340 | 81   |
| 52746 | 184  | 52816 | 191  | 52884 | 242  | 53243 | 388  | 54320 | 302  | 54630 | 298  | 54864 | 409    | 55060 | 33         | 55241 | 78     | 55365 | 89   |
| 52760 | 196  | 52817 | 191  | 52885 | 242  | 53253 | 388  | 54322 | 302  | 54631 | 298  | 54869 | 403    | 55150 | 79         | 55251 | 77     | 55366 | 89   |
| 52761 | 196  | 52820 | 207  | 52886 | 242  | 53254 | 388  | 54339 | 307  | 54641 | 299  | 54909 | 314    | 55151 | 79         | 55252 | 77     | 55367 | 89   |
| 52762 | 197  | 52821 | 207  | 53020 | 382  | 53265 | 389  | 54341 | 303  | 54643 | 299  | 54912 | 315    | 55170 | 79         | 55261 | 83     | 55391 | 83   |
| 52763 | 197  | 52822 | 207  | 53021 | 382  | 53272 | 387  | 54343 | 303  | 54646 | 395  | 54919 | 315    | 55171 | 79         | 55262 | 83     | 55392 | 83   |
| 52764 | 197  | 52823 | 207  | 53022 | 382  | 53273 | 387  | 54344 | 303  | 54667 | 296  | 54976 | 395    | 55200 | 76         | 55270 | 82     | 55400 | 86   |
| 52766 | 197  | 52826 | 207  | 53023 | 382  | 53274 | 387  | 54353 | 412  | 54668 | 296  | 54977 | 395    | 55201 | 76         | 55271 | 83     | 55401 | 86   |
| 52767 | 197  | 52827 | 207  | 53024 | 382  | 53275 | 387  | 54393 | 309  | 54669 | 297  | 54978 | 395    | 55202 | 76         | 55272 | 83     | 55402 | 86   |
| 52768 | 197  | 52828 | 207  | 53080 | 382  | 53280 | 387  | 54396 | 309  | 54670 | 294  | 54979 | 395    | 55203 | 76         | 55273 | 83     | 55403 | 86   |
| 52769 | 197  | 52829 | 207  | 53081 | 383  | 53282 | 386  | 54416 | 311  | 54677 | 294  | 54984 | 395    | 55204 | 76         | 55274 | 416    | 55404 | 86   |
| 52772 | 197  | 52830 | 206  | 53082 | 383  | 53283 | 386  | 54417 | 311  | 54678 | 294  | 54985 | 401    | 55205 | 76         | 55275 | 82/416 | 55405 | 86   |
| 52774 | 196  | 52831 | 206  | 53083 | 383  | 53316 | 384  | 54441 | 391  | 54695 | 306  | 54988 | 409    | 55207 | 76         | 55280 | 82     | 55406 | 86   |
| 52775 | 196  | 52840 | 214  | 53084 | 383  | 53317 | 384  | 54442 | 391  | 54696 | 306  | 54989 | 403    | 55208 | 76         | 55281 | 82     | 55411 | 86   |
| 52780 | 240  | 52841 | 214  | 53167 | 385  | 53325 | 389  | 54446 | 406  | 54697 | 306  | 54998 | 407    | 55209 | 76         | 55282 | 76     | 55412 | 86   |
| 52781 | 240  | 52842 | 214  | 53168 | 385  | 53387 | 389  | 54450 | 390  | 54706 | 408  | 54999 | 407    | 55211 | 77         | 55289 | 59     | 55413 | 86   |
| 52782 | 240  | 52843 | 214  | 53169 | 385  | 54009 | 396  | 54451 | 390  | 54719 | 411  | 55000 | 83/333 | 55212 | 77         | 55290 | 82     | 55414 | 86   |

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|-------|------|-------|------|-------|------|-------|------|-------|---------|-------|--------|-------|------|-------|--------|-------|------|-------|------|
| 55417 | 86   | 55725 | 361  | 55908 | 31   | 56046 | 421  | 56116 | 423     | 56156 | 424    | 56197 | 418  | 56295 | 423    | 56431 | 39   | 56461 | 39   |
| 55418 | 86   | 55726 | 361  | 55909 | 31   | 56047 | 421  | 56122 | 419     | 56157 | 424    | 56198 | 418  | 56296 | 423    | 56432 | 39   | 56462 | 39   |
| 55419 | 86   | 55730 | 361  | 55910 | 30   | 56050 | 421  | 56124 | 417     | 56158 | 424    | 56199 | 418  | 56300 | 425    | 56433 | 39   | 56463 | 39   |
| 55420 | 87   | 55731 | 361  | 55911 | 30   | 56051 | 421  | 56126 | 417     | 56159 | 424    | 56200 | 394  | 56301 | 425    | 56434 | 39   | 56464 | 39   |
| 55421 | 87   | 55732 | 361  | 56000 | 420  | 56052 | 421  | 56127 | 347/416 | 56160 | 425    | 56202 | 394  | 56320 | 418    | 56435 | 39   | 56465 | 39   |
| 55422 | 87   | 55737 | 360  | 56001 | 420  | 56053 | 421  | 56128 | 423     | 56161 | 425    | 56220 | 394  | 56321 | 418    | 56436 | 39   | 56466 | 39   |
| 55423 | 87   | 55740 | 360  | 56003 | 420  | 56054 | 421  | 56129 | 423     | 56162 | 425    | 56240 | 394  | 56322 | 418    | 56437 | 39   | 56467 | 39   |
| 55424 | 87   | 55741 | 360  | 56004 | 420  | 56060 | 421  | 56130 | 422     | 56163 | 93/425 | 56250 | 424  | 56330 | 38/425 | 56438 | 39   | 56468 | 39   |
| 55425 | 87   | 55742 | 360  | 56011 | 420  | 56061 | 421  | 56131 | 422     | 56166 | 424    | 56251 | 424  | 56331 | 38/425 | 56439 | 39   | 56469 | 39   |
| 55426 | 87   | 55743 | 360  | 56012 | 420  | 56062 | 421  | 56132 | 422     | 56170 | 424    | 56253 | 424  | 56332 | 39/425 | 56440 | 39   | 56470 | 39   |
| 55427 | 87   | 55744 | 360  | 56015 | 420  | 56063 | 421  | 56133 | 422     | 56171 | 424    | 56254 | 424  | 56333 | 39/425 | 56441 | 39   | 56471 | 39   |
| 55428 | 87   | 55750 | 360  | 56016 | 420  | 56065 | 421  | 56134 | 422     | 56172 | 424    | 56255 | 424  | 56334 | 39/425 | 56442 | 39   | 56472 | 39   |
| 55432 | 88   | 55751 | 360  | 56017 | 420  | 56066 | 421  | 56135 | 422     | 56173 | 424    | 56256 | 424  | 56400 | 40     | 56443 | 39   | 56473 | 39   |
| 55433 | 88   | 55752 | 360  | 56018 | 420  | 56070 | 420  | 56136 | 422     | 56174 | 425    | 56257 | 424  | 56401 | 40     | 56444 | 39   | 56474 | 39   |
| 55434 | 88   | 55753 | 360  | 56019 | 420  | 56080 | 421  | 56137 | 422     | 56175 | 425    | 56258 | 424  | 56402 | 40     | 56445 | 39   | 56478 | 39   |
| 55440 | 87   | 55754 | 360  | 56023 | 420  | 56081 | 421  | 56138 | 422     | 56176 | 425    | 56259 | 424  | 56403 | 40     | 56446 | 39   | 56479 | 39   |
| 55441 | 87   | 55755 | 360  | 56024 | 420  | 56082 | 421  | 56139 | 422     | 56177 | 425    | 56260 | 424  | 56405 | 38     | 56447 | 39   | 56480 | 39   |
| 55442 | 88   | 55756 | 360  | 56025 | 420  | 56083 | 421  | 56140 | 422     | 56178 | 425    | 56261 | 424  | 56410 | 40     | 56448 | 39   | 56481 | 39   |
| 55443 | 88   | 55757 | 361  | 56026 | 420  | 56090 | 421  | 56141 | 422     | 56179 | 425    | 56280 | 423  | 56415 | 36     | 56449 | 39   | 56483 | 39   |
| 55444 | 88   | 55758 | 361  | 56027 | 420  | 56095 | 422  | 56142 | 422     | 56180 | 425    | 56281 | 423  | 56416 | 36     | 56450 | 39   | 56484 | 39   |
| 55445 | 88   | 55770 | 361  | 56028 | 420  | 56096 | 422  | 56143 | 422     | 56181 | 425    | 56282 | 423  | 56420 | 39     | 56451 | 39   | 56485 | 39   |
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| 55447 | 88   | 55775 | 361  | 56030 | 420  | 56098 | 422  | 56145 | 422     | 56183 | 425    | 56284 | 423  | 56422 | 39     | 56453 | 39   | 56487 | 39   |
| 55487 | 88   | 55900 | 31   | 56033 | 420  | 56100 | 422  | 56146 | 423     | 56184 | 425    | 56286 | 423  | 56423 | 39     | 56454 | 39   | 56488 | 39   |
| 55488 | 88   | 55901 | 31   | 56034 | 420  | 56101 | 422  | 56147 | 423     | 56185 | 425    | 56288 | 423  | 56424 | 39     | 56455 | 39   | 56489 | 39   |
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| 55711 | 361  | 55904 | 31   | 56040 | 421  | 56110 | 423  | 56150 | 424     | 56192 | 418    | 56291 | 423  | 56427 | 39     | 56457 | 39   | 56492 | 39   |
| 55712 | 361  | 55905 | 31   | 56041 | 421  | 56111 | 423  | 56151 | 424     | 56193 | 418    | 56292 | 423  | 56428 | 39     | 56458 | 39   | 57013 | 64   |
| 55713 | 361  | 55906 | 30   | 56042 | 421  | 56112 | 423  | 56152 | 424     | 56195 | 418    | 56293 | 423  | 56429 | 39     | 56459 | 39   | 57014 | 64   |
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Legend: red writing = New Product 2020 green writing = Out of production 2020 (available as long as stock last) blue writing = Out of stock



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|-------|------|-------|------|-------|------|-------|------|-------|------|-------|---------|-------|------|-------|------|-------|------|-------|------|
| 57023 | 65   | 57268 | 322  | 57611 | 344  | 57676 | 270  | 57754 | 354  | 57918 | 321     | 58364 | 402  | 58413 | 286  | 58533 | 253  | 58683 | 343  |
| 57024 | 65   | 57305 | 328  | 57612 | 344  | 57677 | 270  | 57759 | 358  | 57919 | 321     | 58365 | 309  | 58414 | 287  | 58534 | 253  | 58713 | 356  |
| 57080 | 48   | 57306 | 328  | 57613 | 344  | 57678 | 270  | 57773 | 358  | 57922 | 321     | 58366 | 402  | 58416 | 287  | 58535 | 253  | 58714 | 359  |
| 57081 | 48   | 57331 | 327  | 57614 | 344  | 57679 | 270  | 57782 | 350  | 57923 | 321     | 58367 | 403  | 58417 | 287  | 58590 | 254  | 58725 | 350  |
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| 57094 | 63   | 57355 | 335  | 57621 | 341  | 57685 | 341  | 57804 | 326  | 57939 | 319     | 58371 | 382  | 58435 | 304  | 58594 | 254  | 58742 | 351  |
| 57095 | 63   | 57360 | 335  | 57622 | 341  | 57689 | 341  | 57816 | 321  | 57954 | 323     | 58372 | 401  | 58436 | 304  | 58595 | 254  | 58743 | 359  |
| 57110 | 48   | 57370 | 325  | 57623 | 341  | 57690 | 340  | 57818 | 321  | 57956 | 322     | 58373 | 397  | 58450 | 289  | 58596 | 254  | 58745 | 348  |
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| 57112 | 48   | 57517 | 326  | 57631 | 340  | 57693 | 340  | 57822 | 321  | 57987 | 330     | 58375 | 284  | 58453 | 289  | 58655 | 277  | 58750 | 356  |
| 57113 | 48   | 57521 | 325  | 57633 | 340  | 57696 | 270  | 57823 | 321  | 57990 | 330     | 58376 | 284  | 58454 | 288  | 58660 | 345  | 58751 | 355  |
| 57123 | 46   | 57531 | 327  | 57641 | 347  | 57697 | 270  | 57824 | 320  | 57991 | 329     | 58377 | 299  | 58455 | 288  | 58661 | 345  | 58753 | 355  |
| 57133 | 51   | 57539 | 327  | 57642 | 346  | 57700 | 358  | 57825 | 320  | 57992 | 329     | 58378 | 308  | 58470 | 285  | 58662 | 345  | 58754 | 359  |
| 57135 | 52   | 57540 | 327  | 57643 | 346  | 57701 | 356  | 57835 | 319  | 58105 | 381     | 58379 | 308  | 58471 | 285  | 58663 | 345  | 58758 | 357  |
| 57137 | 45   | 57541 | 327  | 57644 | 346  | 57702 | 351  | 57836 | 319  | 58113 | 381     | 58380 | 281  | 58500 | 257  | 58666 | 345  | 58759 | 357  |
| 57138 | 46   | 57550 | 335  | 57647 | 345  | 57703 | 354  | 57838 | 319  | 58131 | 152/346 | 58381 | 281  | 58501 | 256  | 58668 | 342  | 58760 | 351  |
| 57139 | 45   | 57551 | 335  | 57649 | 347  | 57704 | 352  | 57839 | 319  | 58132 | 152/346 | 58382 | 281  | 58502 | 257  | 58669 | 342  | 58761 | 352  |
| 57140 | 58   | 57560 | 335  | 57650 | 271  | 57705 | 353  | 57856 | 322  | 58133 | 202/271 | 58383 | 281  | 58503 | 256  | 58670 | 342  | 58762 | 353  |
| 57142 | 49   | 57561 | 334  | 57651 | 271  | 57706 | 358  | 57862 | 323  | 58134 | 202/271 | 58384 | 288  | 58504 | 256  | 58671 | 342  | 58763 | 353  |
| 57145 | 58   | 57571 | 325  | 57652 | 271  | 57708 | 352  | 57887 | 330  | 58135 | 180     | 58385 | 286  | 58505 | 256  | 58673 | 343  | 58764 | 348  |
| 57151 | 47   | 57573 | 325  | 57653 | 271  | 57709 | 353  | 57888 | 330  | 58142 | 200     | 58386 | 262  | 58506 | 256  | 58674 | 343  | 58765 | 349  |
| 57153 | 54   | 57575 | 325  | 57654 | 271  | 57713 | 354  | 57890 | 330  | 58143 | 119     | 58387 | 263  | 58507 | 256  | 58675 | 343  | 58767 | 349  |
| 57154 | 47   | 57580 | 330  | 57655 | 271  | 57715 | 354  | 57891 | 329  | 58205 | 381     | 58388 | 257  | 58520 | 255  | 58676 | 342  | 58768 | 355  |
| 57170 | 47   | 57595 | 330  | 57667 | 271  | 57716 | 354  | 57892 | 329  | 58213 | 381     | 58389 | 272  | 58521 | 255  | 58677 | 345  | 58769 | 355  |
| 57172 | 52   | 57605 | 344  | 57668 | 271  | 57717 | 356  | 57901 | 326  | 58214 | 381     | 58390 | 273  | 58522 | 255  | 58678 | 342  | 58770 | 355  |
| 57177 | 47   | 57606 | 344  | 57669 | 271  | 57719 | 354  | 57902 | 326  | 58343 | 315     | 58391 | 274  | 58523 | 255  | 58679 | 345  | 58771 | 350  |
| 57179 | 45   | 57608 | 344  | 57671 | 347  | 57721 | 352  | 57903 | 326  | 58344 | 300     | 58410 | 287  | 58530 | 252  | 58680 | 342  | 58772 | 351  |
| 57194 | 44   | 57609 | 344  | 57672 | 346  | 57747 | 358  | 57904 | 326  | 58358 | 383     | 58411 | 287  | 58531 | 252  | 58681 | 342  | 58773 | 359  |
| 57196 | 44   | 57610 | 344  | 57675 | 270  | 57750 | 350  | 57916 | 321  | 58362 | 309     | 58412 | 286  | 58532 | 253  | 58682 | 342  | 58774 | 353  |

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|-------|------|-------|------|-------|------|-------|-------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| 58775 | 356  | 58901 | 403  | 58941 | 406  | 58974 | 297   | 59061 | 212  | 59171 | 332  | 59338 | 249  | 59536 | 249  | 59634 | 267  | 59687 | 268  |
| 58776 | 352  | 58904 | 413  | 58942 | 409  | 58975 | 292   | 59062 | 210  | 59175 | 332  | 59339 | 248  | 59538 | 249  | 59635 | 267  | 59688 | 268  |
| 58777 | 355  | 58906 | 401  | 58943 | 408  | 58976 | 293   | 59071 | 332  | 59180 | 144  | 59347 | 121  | 59539 | 248  | 59638 | 265  | 59689 | 268  |
| 58778 | 350  | 58907 | 396  | 58944 | 408  | 59002 | 25    | 59075 | 332  | 59184 | 140  | 59349 | 133  | 59540 | 133  | 59639 | 265  | 59700 | 198  |
| 58779 | 359  | 58908 | 396  | 58945 | 397  | 59004 | 24    | 59082 | 144  | 59185 | 140  | 59356 | 120  | 59547 | 121  | 59640 | 265  | 59701 | 198  |
| 58781 | 349  | 58911 | 353  | 58946 | 397  | 59005 | 25    | 59083 | 140  | 59188 | 141  | 59359 | 121  | 59556 | 120  | 59641 | 265  | 59702 | 198  |
| 58782 | 348  | 58913 | 404  | 58947 | 398  | 59006 | 23    | 59084 | 140  | 59189 | 141  | 59360 | 188  | 59558 | 133  | 59642 | 265  | 59708 | 199  |
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| 58786 | 350  | 58918 | 407  | 58951 | 293  | 59020 | 18    | 59092 | 142  | 59196 | 143  | 59427 | 182  | 59567 | 188  | 59646 | 264  | 59740 | 194  |
| 58787 | 350  | 58919 | 406  | 58952 | 310  | 59021 | 20    | 59094 | 142  | 59197 | 143  | 59428 | 183  | 59570 | 187  | 59647 | 170  | 59741 | 194  |
| 58788 | 354  | 58920 | 406  | 58953 | 297  | 59022 | 18    | 59096 | 143  | 59198 | 140  | 59429 | 183  | 59580 | 188  | 59660 | 263  | 59744 | 195  |
| 58789 | 354  | 58921 | 413  | 58954 | 297  | 59023 | 19    | 59098 | 140  | 59199 | 142  | 59430 | 246  | 59586 | 188  | 59661 | 263  | 59745 | 195  |
| 58790 | 354  | 58922 | 413  | 58955 | 283  | 59024 | 20    | 59099 | 142  | 59219 | 332  | 59433 | 183  | 59587 | 188  | 59662 | 263  | 59748 | 194  |
| 58791 | 355  | 58923 | 413  | 58956 | 283  | 59025 | 21    | 59110 | 55   | 59228 | 183  | 59435 | 182  | 59590 | 141  | 59663 | 263  | 59749 | 194  |
| 58792 | 355  | 58924 | 396  | 58958 | 310  | 59026 | 21    | 59114 | 27   | 59229 | 183  | 59456 | 318  | 59610 | 245  | 59664 | 263  | 59752 | 194  |
| 58793 | 355  | 58925 | 396  | 58960 | 297  | 59027 | 19/84 | 59132 | 247  | 59230 | 246  | 59457 | 318  | 59611 | 245  | 59665 | 263  | 59753 | 194  |
| 58796 | 353  | 58926 | 400  | 58961 | 315  | 59028 | 17    | 59133 | 248  | 59235 | 182  | 59458 | 318  | 59612 | 245  | 59667 | 262  | 59754 | 195  |
| 58800 | 336  | 58927 | 396  | 58962 | 315  | 59029 | 17    | 59144 | 120  | 59253 | 318  | 59480 | 211  | 59613 | 245  | 59668 | 262  | 59757 | 195  |
| 58801 | 337  | 58928 | 400  | 58963 | 309  | 59032 | 247   | 59145 | 120  | 59258 | 318  | 59491 | 213  | 59614 | 245  | 59669 | 262  | 59781 | 224  |
| 58802 | 337  | 58929 | 400  | 58964 | 309  | 59033 | 248   | 59146 | 132  | 59270 | 225  | 59493 | 213  | 59615 | 245  | 59670 | 262  | 59783 | 224  |
| 58803 | 339  | 58930 | 400  | 58965 | 310  | 59040 | 132   | 59147 | 133  | 59271 | 225  | 59494 | 213  | 59616 | 245  | 59671 | 262  | 59786 | 222  |
| 58804 | 339  | 58931 | 411  | 58966 | 311  | 59041 | 132   | 59148 | 133  | 59291 | 213  | 59496 | 211  | 59617 | 245  | 59672 | 262  | 59787 | 223  |
| 58805 | 339  | 58934 | 396  | 58967 | 309  | 59045 | 120   | 59149 | 121  | 59302 | 235  | 59504 | 235  | 59620 | 266  | 59673 | 261  | 59789 | 223  |
| 58806 | 338  | 58935 | 400  | 58968 | 313  | 59046 | 132   | 59153 | 134  | 59310 | 234  | 59507 | 235  | 59621 | 266  | 59680 | 269  | 59798 | 223  |
| 58807 | 338  | 58936 | 400  | 58969 | 313  | 59047 | 133   | 59154 | 133  | 59311 | 234  | 59510 | 234  | 59622 | 266  | 59681 | 269  | 59799 | 224  |
| 58808 | 339  | 58937 | 400  | 58970 | 313  | 59048 | 133   | 59155 | 132  | 59320 | 248  | 59511 | 234  | 59623 | 266  | 59682 | 269  | 59800 | 153  |
| 58809 | 338  | 58938 | 409  | 58971 | 282  | 59054 | 133   | 59160 | 210  | 59331 | 249  | 59520 | 248  | 59624 | 267  | 59684 | 269  | 59803 | 153  |
| 58810 | 337  | 58939 | 409  | 58972 | 283  | 59055 | 132   | 59161 | 212  | 59332 | 249  | 59532 | 249  | 59625 | 266  | 59685 | 269  | 59804 | 152  |
| 58811 | 337  | 58940 | 400  | 58973 | 296  | 59060 | 210   | 59162 | 210  | 59336 | 249  | 59533 | 248  | 59633 | 267  | 59686 | 269  | 59811 | 153  |

Legend: red writing = New Product 2020 green writing = Out of production 2020 (available as long as stock last) blue writing = Out of stock



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|-------|------|-------|------|-------|---------|-------|------|-------|------|-------|------|-------|------|---------|------|-------|------|-------|------|
| 59813 | 153  | 59910 | 153  | 61101 | 434     | 61144 | 432  | 95350 | 410  | 96424 | 239  | 96552 | 163  | 96687   | 291  | 96873 | 164  | 97105 | 277  |
| 59816 | 153  | 59913 | 153  | 61102 | 434     | 61145 | 431  | 95351 | 408  | 96429 | 239  | 96553 | 163  | 96688   | 291  | 96874 | 165  | 97106 | 277  |
| 59818 | 152  | 59916 | 153  | 61103 | 434     | 61146 | 430  | 95691 | 335  | 96430 | 239  | 96554 | 163  | 96689   | 291  | 96875 | 165  | 97108 | 408  |
| 59820 | 212  | 59917 | 152  | 61104 | 439     | 61147 | 430  | 95750 | 3    | 96434 | 239  | 96555 | 163  | 96690   | 291  | 96876 | 165  | 97600 | 273  |
| 59821 | 213  | 59918 | 152  | 61105 | 439     | 61148 | 431  | 96125 | 331  | 96435 | 239  | 96556 | 163  | 96691   | 290  | 96943 | 44   | 97601 | 273  |
| 59822 | 212  | 59923 | 213  | 61106 | 439     | 61149 | 429  | 96211 | 331  | 96436 | 238  | 96557 | 163  | 96720   | 328  | 96944 | 50   | 97602 | 273  |
| 59826 | 211  | 59928 | 211  | 61111 | 435     | 61150 | 431  | 96300 | 227  | 96437 | 238  | 96561 | 161  | 96724   | 328  | 96947 | 46   | 97603 | 273  |
| 59829 | 211  | 59930 | 189  | 61112 | 433     | 61151 | 430  | 96301 | 227  | 96455 | 218  | 96562 | 161  | 96782   | 260  | 96948 | 56   | 97604 | 273  |
| 59830 | 189  | 59933 | 189  | 61113 | 435     | 61152 | 429  | 96307 | 227  | 96460 | 218  | 96563 | 161  | 96784   | 258  | 96975 | 54   | 97605 | 273  |
| 59853 | 134  | 59934 | 190  | 61114 | 435     | 61153 | 428  | 96308 | 226  | 96462 | 218  | 96564 | 162  | 96784AC | 258  | 96980 | 50   | 97606 | 273  |
| 59856 | 135  | 59937 | 190  | 61115 | 435     | 61820 | 362  | 96309 | 226  | 96463 | 218  | 96565 | 162  | 96785   | 259  | 97017 | 359  | 97607 | 273  |
| 59858 | 135  | 59938 | 190  | 61116 | 437     | 61821 | 362  | 96332 | 159  | 96464 | 218  | 96566 | 162  | 96785AC | 259  | 97040 | 340  | 97608 | 274  |
| 59860 | 135  | 59939 | 190  | 61117 | 437     | 61822 | 362  | 96333 | 158  | 96465 | 218  | 96567 | 162  | 96786   | 260  | 97055 | 359  | 97609 | 274  |
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| 59864 | 135  | 59955 | 134  | 61119 | 437     | 61824 | 362  | 96335 | 158  | 96467 | 218  | 96581 | 168  | 96787   | 258  | 97059 | 276  | 97611 | 272  |
| 59865 | 136  | 59956 | 135  | 61120 | 437     | 61825 | 362  | 96375 | 156  | 96468 | 218  | 96582 | 168  | 96787AC | 258  | 97061 | 359  | 97612 | 272  |
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| ČSD / ČD   | Czechoslovakian Railways              | NS       | Dutch State Railway      |
|------------|---------------------------------------|----------|--------------------------|
| CFL        | Luxembourg State Railway              | NSB      | Norwegian State Railway  |
| CFR        | Romanian State Railway                | ÖBB      | Austrian State Railway   |
| DB         | German Federal Railway                | PKP      | Polish State Railway**   |
| DB AG      | German Federal Railway Inc.           | RENFE    | Spanish State Railway    |
| DR         | German Imperial Railway               | RZD      | Russian State Railway    |
| DRG        | German Imperial Railway               | SBB      | Swiss Federal Railway    |
| DSB        | Danish State Railway                  | SJ       | Swedish State Railway    |
| FS         | Italian State Railway                 | SNCF     | French State Railway**   |
| K.Sächs.S  | ts.E.B Royal Saxon Stat Railway       | SNCB / B | Belgian State Railway    |
| Sächs.Sts. | <b>E.B.</b> Royal Saxon State Railway | SŽ       | Slovenian State Railways |
| MAV        | Hungarian State Railway               | ŽSR      | Slovakian State Railways |

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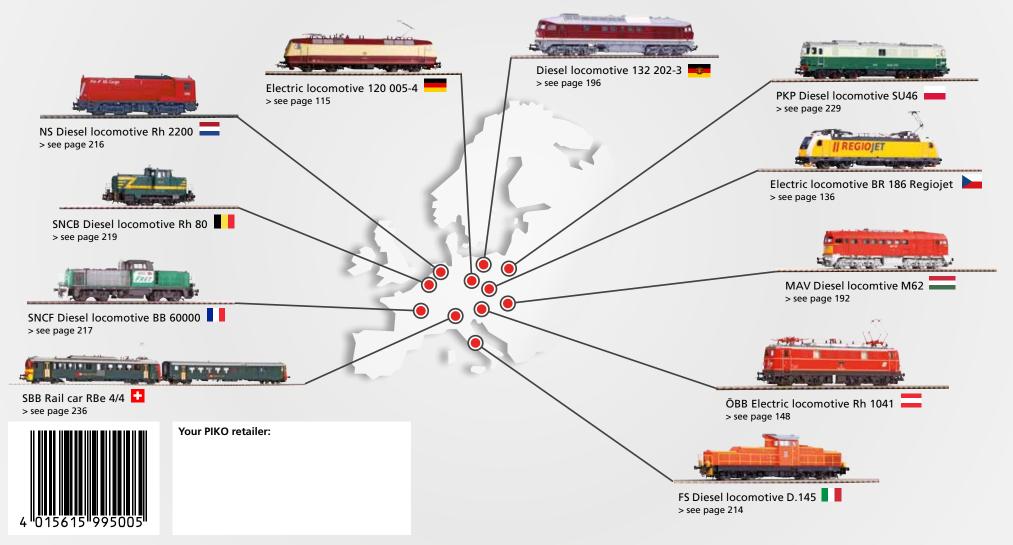
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